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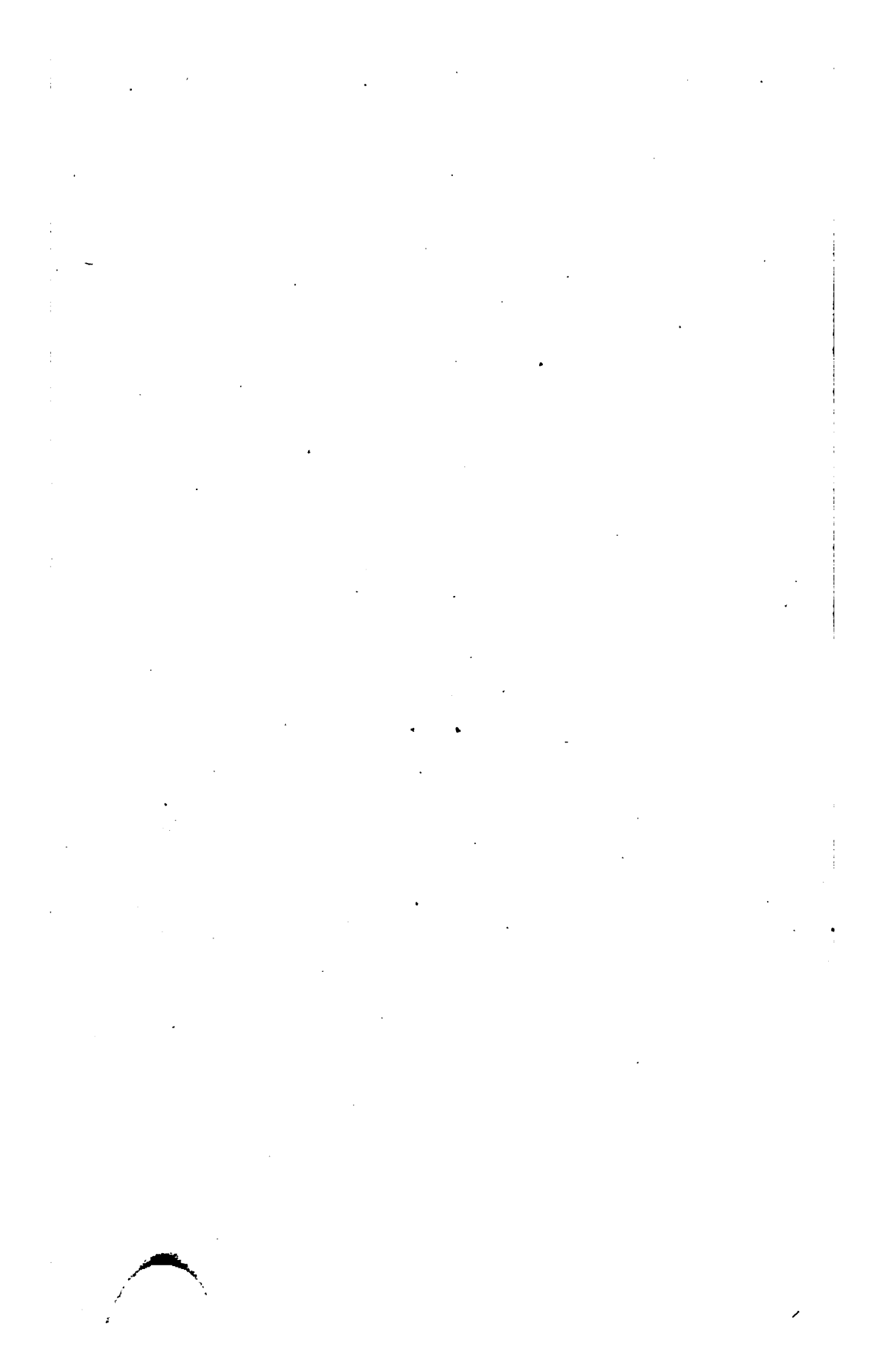
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2/22/23

ANNUAL
R E P O R T
OF THE
STATE ENGINEER AND SURVEYOR
OF THE
STATE OF NEW-YORK,
ON
RAILROAD STATISTICS.

Made to the Legislature, on the 7th January, 1851.

A L B A N Y :
CHARLES VAN BENTHUYSEN, PRINTER TO THE LEGISLATURE,
407 BROADWAY.
.....
1851.

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State of New-York.

No. 12.

IN SENATE, JAN. 7 1851



ANNUAL REPORT

H2171

Of the State Engineer and Surveyor, covering the returns
of the Railroads of New-York for 1850, pursuant to
§ 31, chap. 140, Laws of New-York, 1850.

STATE ENGINEER AND SURVEYOR'S OFFICE, }
Albany, January 7th, 1851.

THE HON. SANFORD E. CHURCH,
President of the Senate.

I have the honor to submit herewith the reports received at this office, from the railroad corporations of this State, made in accordance with, *or in consequence of*, the 31st section of the general railroad law of 1850, chap. 140.

The following corporations have reported in full :—The Albany and Schenectady, Auburn and Rochester, Hudson and Berkshire, Hudson River, Northern, Oswego and Syracuse, Rochester and Syracuse, Tonawanda, Utica and Schenectady, and New-York and New Haven.

The Albany and West Stockbridge and the Chemung roads being leased to other corporations, the reports seem to cover all the data in their possession.

Partial reports only have been received from the following corporations :—The Attica and Buffalo, Buffalo and Niagara Falls, Cayuga and Susquehanna, New-York and Harlem, Rensselaer and Saratoga, Saratoga and Schenectady, Schenectady and Troy, and the Syracuse and Utica.

The following corporations have made no returns whatever :—The Auburn and Syracuse, The Long Island, and The Saratoga and Washington.

Most of the information required to be given by the law, is such as, from the nature of the case, must be known and recorded by each company, if they keep any reliable accounts at all, and the cost and trouble of collating and arranging must be the only cause which any company can assign for not making the reports as the law requires. The fact that so many companies have reported as required, is sufficient evidence that the law can be complied with.

The law does not require, nor do I deem it necessary for me, in laying these reports before the Legislature, to enter upon any general discussion of the value of the information required, or of the interest which the people of the State and the owners of railroads have in knowing the exact results of railroad transport up to this time, or their capacity for further improvements in the rapidity and economy of movement. The subject is of the utmost importance, and sooner or later will attract its due share of public attention.

Yearly reports from all our railroad corporations will, if made in accordance with the requirements of the law, afford most valuable information, in determining the cost of transport under a great variety of conditions, both as to the character of line, and nature and amount of traffic. It is to be regretted, however, that many of the reports are so meagre in detail as to be of little value. The Legislature may see fit to require the delinquent corporations to complete their reports for the past year, and if so, they should be returned by the 15th of February. The law of 1850 imposes a fine of \$250 on each corporation failing to comply with the requirements of the 31st section thereof. Eleven corporations have not met its requirements.

I would respectfully recommend that the penalty for a failure to report be modified. I cannot understand why it should not be the same as for any other violation of chartered rights or duties, but if a fine is to be imposed it should be a much larger amount than it is at present.

I desire to call especial attention to the nature and importance of the information to be gained from reports made as the law prescribes,

and its directness to the point in determining the actual cost of transport.

The report of the Utica and Schenectady company, is complete in all the details required. The road of this company has a larger traffic, and income (per mile) than any other and its profits are abundant. For this reason, if for no other, we may confidently rely upon their statements, as embracing all the expenditures properly chargeable to the cost of transport. The only doubt which can be entertained as to the entire accuracy of their report is in the amounts of expenses, as allotted to passenger and freight transportation. It may be, for aught I know, that as this is the first time the company have been called upon to make for public inspection, such a division of expenses, that their accounts during the year, have not been kept with especial reference to a proper division, and that the superintendent has, since the close of the fiscal year, made up the account between freight and passengers according to his best judgement, upon a full examination of the different items of expenditure. If so, he has acted properly, and the expenses of freight and passenger transport, so made, can be relied on as very near the truth, though not as accurate as it may be when from month to month, accounts are made up with especial reference to making the proper distribution of cost of labor, and a record kept of fuel and other materials used in the two departments of transport. Among the complaints made against the provisions of the law, by some managers this requirement, to divide expenses between passenger and freight business has been the most prominent, and I have been gravely assured that it *could not* be done. Happily, some of our well informed managers have accomplished the task, and will, without doubt hereafter, with greater accuracy. None can make such a division of accounts except the managers of our roads, and they *can* do it with all necessary accuracy *if they try*.

The report of the Utica and Schenectady road shows that they have transported 370,988 passengers, and 98,695 tons of freight, and that passenger trains have run 229,940 miles, and freight trains 93,580 miles at an aggregate cost of \$308,173.86, or 95 cents per mile run for both classes of trains. So far and *no farther* could information as to the cost of transport be obtained from reports made under previous laws. The cost per mile of running trains is no indication of the cost of transport, for the cost depends upon the amount

of movement, each mile run, both of passengers and of freight, and consequently, movement of both and the cost of both, must be given in addition to the miles run by engines and cars. Let the above statement be compared with like results given in the report of the Oswego and Syracuse company, which is also complete, but which road has much less traffic, and has moved 77,162 passengers, and 7,949 tons of freight; passenger trains have run 58,480 miles, and freight trains 16,000 miles, at an aggregate cost of \$38,942.92, or 52 cents per mile run. It is here shown that it cost the latter road 43 cents per mile less to run trains, than it has cost the Utica and Schenectady company. Both roads are no doubt managed with equal skill, and sufficient economy. At any rate the above results show nothing. The present reports, however, show us in addition to the above the amount of *work* done in passengers and tons, or the actual *movement*, each *mile run*, and the cost of passenger and freight transport separately. From these data we find that the average number of passengers each mile run has been, on the Utica and Schenectady road, $97\frac{1}{2}$, at a cost per passenger of $\frac{7}{100}$ of a cent, and on the Oswego and Syracuse, 33, at a cost of 1 ct. and $\frac{6}{100}$ of a cent each mile, so that it has cost much less to transport passengers on the former than on latter road. This result is owing mainly to the larger loads drawn on the Utica and Schenectady road.

By an examination of table D, it will be noticed that the number of passengers carried each mile, on several of our roads, is very large. I have no doubt that the average loads on the Hudson River road, and on the main line from Albany to Buffalo, are greater than on any road in this country, or in Europe, England not excepted, and that the *cost* of transport is less.

An important fact is also established, which up to this time has been doubted by most men conversant with the cost of railroad transport, which is, that passengers can be transported at an expense of less than one cent per mile. This result is obtained as a rule when the average loads are 90 passengers each mile run. That this is the best result which can be obtained from railroads cannot be supposed; further experience and skill will be applied to the task of cheapening transport. The energy and directness of the efforts to be put forth will in a great measure depend upon the bringing up all

of the results yearly before stockholders and the public, so as to enable just comparisons to be made, one road with another.

The public have a vast interest in the construction and management of railroads. The franchises of the corporations are granted and protected by them, and any one can be, and large numbers are actual owners of the roads; cheap transport is, however, of most importance to the public, and a full exhibition of all the work done, and items of cost will promote economical management, and tend to reduce the cost of as well as the charges for transport.

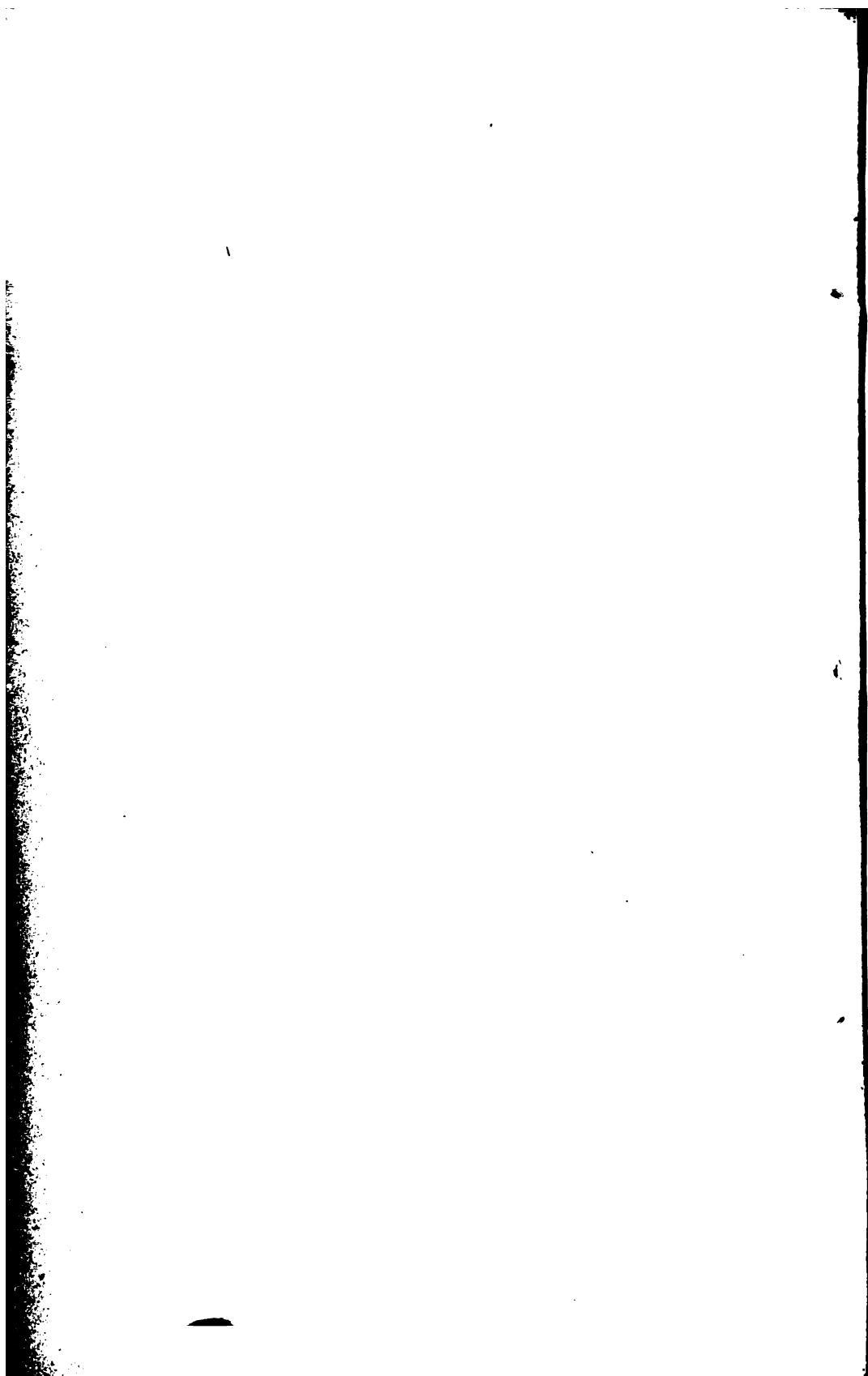
The amount of freight traffic is shown to be very large on some of the roads. The whole tonnage carried on the New-York and Erie road, is 131,311 tons. The company give no information by which the cost of either freight or passenger traffic can be determined. The Utica and Schenectady road has carried 98,695 tons, or 4,760,730 tons one mile at a cost of \$133,045.87, or 2.797 cts. per ton per mile; this includes canal tolls amounting to \$47,200.90, or one cent per ton per mile nearly. The actual cost is therefore $1\frac{1}{8}$ cts. per ton per mile, the average load being 50 tons. This road carries but little freight except during the close of navigation, and the cost must be considerably increased over what it would be with a more regular business.

The NORTHERN road has been in operation but a short time. The report from that road is made up with great care and accuracy, and their report for the current year will no doubt afford valuable information as to cost of freight traffic.

An examination of the tables will show the results of all the roads as reported made up with much care and labor.

Respectfully submitted,

H. C. SEYMOUR,
State Engineer and Surveyor.



ROADS IN OPERATION,

Their entire length, 30th September, 1850.

Names.	Length miles.	Track.	Cost.
Albany and Schenectady,.....	17	single.	\$1,711,412 30
Albany and West Stockbridge,....	38½	do	1,930,895 01
Attica and Buffalo,.....	31½	do	906,915 16
Buffalo and Niagara Falls,.....	22	do	428,241 39
Cayuga and Susquehanna,.....	35	do	580,310 91
Chemung,.....	17½	do	450,000 00
Hudson and Berkshire,.....	31½	do	821,331 45
*Long Island,.....	98	do	2,091,341 59
Oswego and Syracuse,.....	35	do	571,774 21
Rensselaer and Saratoga,.....	25½	do	687,324 47
Rochester and Syracuse,.....	104	double.	4,200,000 00
Saratoga and Schenectady,.....	22	single.	396,379 00
*Saratoga and Washington,.....	39½	do	1,102,505 65
Schenectady and Troy,.....	20½	do	680,046 32
Syracuse and Utica,.....	53	double.	2,490,083 99
Tonawanda,.....	43½	single.	1,216,820 91
Troy and Greenbush,.....	6	do	282,527 93
Utica and Schenectady,.....	78	double.	4,143,918 00
	<u>717½</u>		<u>24,691,828 29</u>
To which add the New-York and New Haven road, part only in N. Y.,	13½	single. say	737,839 71
	<u>730½</u>		<u>\$25,429,668 00</u>

* These roads have not made any report this year—last year's figures used.

Roads in process of construction—portions in operation.

	Length in miles.		Cost.
	In use.	To be opened.	
Hudson River.....	75	68 $\frac{3}{4}$	\$6,666,681 55
New-York and Erie.....	337	127	20,323,581 03
New-York and Harlem.....	80	unc.	4,666,208 05
Northern (opened through, Oct. 1)	44	74	2,979,937 31
Watertown and Rome.....	18	79	603,457 22
	<u>554</u>	<u>348$\frac{3}{4}$</u>	<u>\$35,239,865 16</u>

Roads in process of construction, no portions in operation.

	Prob. length.	Expended.
Buffalo and State line.....	67	\$32,120 15
Canandaigua and Corning.....	46	45,254 73
Sacketts Harbor and Ellisburg.....	23	22,888 97
	<u>136</u>	<u>\$100,263 85</u>

Whole number of miles in operation.....	1,284 $\frac{3}{4}$ miles.
“ “ “ constructing.....	484 $\frac{3}{4}$ “
Brought into use from 1 Jan. to 30 Sept. 1850....	202 “
Expended in construction same time,.....	\$8,167,448 41
Total expenditures for railroads in New York to 30th Sept. 1850.....	\$60,769,797 01

DOCUMENTS
ACCOMPANYING THE REPORT OF THE STATE
ENGINEER AND SURVEYOR.

(No. 1.)

ALBANY AND SCHENECTADY RAILROAD.

*Return of the Albany and Schenectady Railroad for the year ending
September 30th, 1850. Filed Dec. 5th, 1850.*

Capital stock as by charter,	\$1,000,000 00
Amount of stock subscribed,.....	1,000,000 00
Amount paid in, as by last report,.....	1,000,000 00
Total amount now paid in of capital stock,.....	1,000,000 00
Funded debt, as by last report,.....	552,000 00
Total amount now, of funded debt,.....	700,000 00
Floating debt, as per last report,	
The amount now, of floating debt,.....	
Total amount now, of funded and floating debt,	700,000 00
Average rate per annum of interest on funded debt,.	6½ per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For Graduation and masonry,...		
Bridges,.....		
Superstructure, including iron,		
Passenger and freight sta-		
tions, buildings and fixtures,		
Engine and car houses, ma-		
chine shops, machinery and		
fixtures, ,		
Land, land damages and		
fences,		
Locomotives and fixtures, and		
snow plows,.....		
Passenger and baggage cars,		
Freight and other cars,.....		
Engineering and agencies, ..		
Total,.....	1,698,284 78	1,711,412 30

CHARACTERISTICS OF ROAD.

Length of road,.....	16 $\frac{1}{4}$ miles
Length of road laid,.....	do do
Length of double track, including slidings, ...	9 miles
Length of branches owned by the company, laid,	1 mile 420 feet.
Length of double track laid on same,	none
Weight of rail per yard on main track,.....	60 lbs.
Number of engine houses and shops,	3
engines,	7
Rated as 8 wheel cars. { passenger cars, 1st class, 36; do 2d class and emigrant, 33; baggage, mail & express cars, 45, freight cars 34 }	148

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	51,545
Miles run by freight trains,.....	32,248
Rate of fare per mile charged to passengers, in respective classes,	3c. 2c.
Number of passengers (all classes) carried in cars,.....	284,279
Number of miles travelled by passengers, or number of passengers carried one mile,	4,832,743
Number of tons, of 2,000 pounds, of freight carried in cars,	63,012
Total movement of freight, or number of tons carried one mile,.....	1,071,204
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	25
Rate of speed of same, when in motion, (do not stop,)..	25
Average rate of speed adopted by express trains, including stops,	28
Rate of speed of same, when in motion,.....	28
Average rate of speed adopted by freight trains, including stops,	15
Rate of speed of same, when in motion,.....	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	

Average weight in tons of freight trains, exclusive of freight,

The amount of freight in tons:

The product of the forest,	2,330
do of animals,	18,050
Vegetable food,	3,265
Other agricultural products,	1,113
Manufactures,	3,018
Merchandise,	18,504
Other articles,	16,732

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and rail- way, excepting cost of iron, [see law],	\$8,933 89	\$5,955 93	\$2,977 96
Depreciation of way,			
Cost of iron used in repairs, .	3,500 00	2,334 00	1,166 00
Allotted to passenger trans- portation, length in feet, wt. in lbs., ...			
Allotted to freight transpor- tation, length in feet, wt. in lbs.,			
Repairs of buildings,	250 00	166 67	83 33
Repairs of fences and gates, .	500 00	333 34	166 66
Taxes on real estate,	5,816 21	3,877 48	1,838 73
Totals,	<u>\$19,000 10</u>	<u>\$12,667 42</u>	<u>\$6,332 68</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and tenders, and machinery,.....	\$3,350 00	\$2,233 34	\$1,116 66
Depreciation of engines and tenders, and machinery,...			
Repairs of passenger and baggage cars, not included in this report,			
Depreciation of passenger and baggage cars,.....			
Repairs of freight cars,	708 06		708 06
Depreciation of do			
Repairs of tools and machinery in shops,	710 64	473 76	236 88
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, ...	1,156 17	770 78	385 39
Totals,	<u>\$5,924 87</u>	<u>\$3,477 88</u>	<u>\$2,446 99</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	\$950 00	\$950 00	
Agents and clerks, in passenger department,	4,828 51	4,828 51	
Labor, loading and unloading freight, inclusive of clerks, &c.,	12,162 07		12,162 07
Porters, watchmen & switch tenders,	3,504 09	2,336 06	1,168 03
Wood and water station attendance,	600 00	400 00	200 00
Conductors, baggage and brakemen,	2,420 00	2,420 00	

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Enginemmen and firemen,...	5,238 69	3,492 46	1,746 23
Fuel, cost and labor prepar- ing,.....	17,000 00	11,333 34	5,666 66
Oil and waste for engines and tenders,...	2,000 00	1,333 34	666 66
do for freight cars,	500 00		500 00
do for passenger and baggage cars,.....			
Loss and damage of goods and baggage,	397 41	397 41	
Damages for injuries to per- sons,			
Damages to property, includ- ing damages by fire and cattle killed on road,....	50 00	50 00	
General superintendence,..	2,500 00	1,686 67	813 33
Contingencies, \$9,008.86			
for canal tolls included,...	14,096 24	3,391 91	10,704 33
Totals,	<u>\$66,247 01</u>	<u>\$32,619 70</u>	<u>\$33,627 31</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS:

From passengers,.....	\$132,207 69
From freight,	70,242 69
From other sources,.....	6,134 50
	<u>\$208,584 88</u>

2d. RECEIPTS :

From passengers,.....	\$132,207 69
From freight,	70,242 69
From other sources,	6,134 50
	<u>\$208,584 88</u>

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses, canal tolls included,...	\$91,171 98
For interest,	38,808 67
For dividends,.....	70,000 00
To surplus fund,.....	8,604 23
Total amount of surplus fund and reserve fund,...	25,000 00

No person has been seriously injured.

This company own all the passenger cars between Albany and Utica, and all the emigrant, mail and baggage cars between Albany and Buffalo, which they furnish under a contract for five years from 1848, but neither the expenses incurred in maintaining said cars, nor the amount received for their use, are embraced in the foregoing report, nor can they properly be brought into our yearly account until the expiration of the contract.

STATE OF NEW-YORK, }
City and county of Albany, } ss.

E. Foster, Jr., of the city and county of Albany, being duly sworn deposeth and saith, that he is secretary and accountant of the Albany and Schenectady Railroad Company, that the above report has been prepared by him from the books of the company, and is correct to the best of his knowledge and belief.

E. FOSTER, Jr.

Sworn before me this 5th }
of Dec., 1850. }

J. I. JOHNSON, *Com. of Deeds.*

(No. 2.)

ALBANY AND WEST STOCKBRIDGE RAILROAD.

Return of the Albany and West Stockbridge Railroad, for the year ending September 30th, 1850. Filed Dec. 2d, 1850.

Capital stock as by charter,	\$1,000,000 00
Amount of stock subscribed,	1,000,000 00
Amount paid in, as by last report,	1,000,000 00
Total amount now paid in of capital stock,	1,000,000 00
Funded debt, as by last report,	
Total amount now, of funded debt,	
Floating debt, as per last report,	930,895 01
The amount now, of floating debt,	930,895 01
Total amount now, of funded and floating debt,	930,885 01
Average rate per annum of interest on funded debt,	none

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For Graduation and masonry,	}	\$895,090 10
Bridges,		
Superstructure, including iron, ..		298,452 62
Passenger and freight stations, buildings and fixtures,		252,006 22
Engine and car houses, machine shops, machinery and fixtures,		42,976 68
Land, land damages and fences,		210,202 99
Locomotives and fixtures, and snow plows,		
Passenger and baggage cars, ..		
Freight and other cars,		
Engineering and agencies,		232,166 40
Total,		\$1,930,895 01

CHARACTERISTICS OF ROAD.

Length of road,.....	38 $\frac{1}{4}$ miles
Length of road laid,.....	38 $\frac{1}{4}$ do
Length of double track, including sidings,	2 $\frac{1}{2}$ do
Length of branches owned by the company, laid,	none
Length of double track laid on same,	none
Weight of rail per yard on main track,.....	56 lbs.
Number of engine houses and shops,.....	2
engines,.....	owned by lessees
Rated as 8 { passenger cars, 1st class, do 2d class and emigrant,	
wheel cars. { baggage, mail, & express cars, freight cars.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	53,298
Miles run by freight trains,.....	131,019
Rate of fare per mile charged to passengers, in respective classes,.....	3c. 2 $\frac{1}{4}$ c.
Number of passengers (all classes) carried in cars,	159,108
Number of miles travelled by passengers, or number of passengers carried one mile,.....	5,302,543
Number of tons, of 2,000 pounds, of freight carried in cars,	170,586
Total movement of freight, or number of tons carried one mile,.....	6,422,000
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	25
Rate of speed of same, when in motion,	30
Average rate of speed adopted by express trains, including stops,.....	
Rate of speed of same, when in motion,.....	
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	78
Average weight in tons of freight trains, exclusive of freight,	150

The amount of freight in tons:

The product of the forest,.....	7,397
do of animals,.....	23,810
Vegetable food,.....	76,926
Other agricultural products,	4,408
Manufactures,	21,975
Merchandise,	9,816
Other articles,	26,254

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and rail- way, excepting cost of iron, [see law,].....	\$12,919 11		
Depreciation of way,.....			
Cost of iron used in repairs,..	11,603 00	\$3,867 66	\$7,735 34
Allotted to passenger trans- portation, length in feet, 13,575 ; wt. in lbs., 253,400. Allotted to freight transportation, length in feet, 27,150 ; wt. in lbs., 506,800.			
Repairs of buildings,.....	1,771 78		
Repairs of fences and gates,.	750 65		
Taxes on real estate,.....	5,140 00		
Totals,	<u>\$32,184 54</u>	<u> </u>	<u> </u>

The company having leased the road to the Western Railroad corporation, all the expense of repairs of machinery and operating the road, are paid by the lessees, to whom also accrue all the receipts.

COMMONWEALTH OF MASSACHUSETTS, }
Hampden, } ss.

I Henry Gray, acting superintendant of the Albany and West Stockbridge railroad, being duly sworn, do hereby depose and say, that the foregoing report is true according to my best knowledge and belief, and further say not.

HENRY GRAY.

Nov. 20th, sworn and sub- }
scribed before me, }

ANSON PHELPS, Jr., *Justice Peace.*

(No. 3.)

ATTICA AND BUFFALO RAILROAD.

*Return of the Attica and Buffalo Railroad, for the year ending 30th
September, 1850. Filed Dec. 9th, 1850.*

Capital stock as by charter,	\$800,000 00
Amount of stock subscribed,	800,000 00
Amount paid in, as by last report,	800,000 00
Total amount now paid in of capital stock,	800,000 00
Funded debt, as by last report,	
Total amount now, of funded debt,	
Floating debt, as per last report,	67,176 43
The amount now, of floating debt,	42,676 43
Total amount now, of funded and floating debt,	42,676 43
Average rate per annum of interest on funded debt, ..	7 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,	\$135,173 06	\$136,271 26
Bridges,	12,000 00	13,700 00
Superstructure, including iron, ..	400,612 07	400,612 07
Passenger and freight stations, buildings and fixtures,	12,271 94	15,693 03
Engine and car houses, machine shops, machinery and fixtures, ..	12,000 00	13,004 75
Land, land damages and fences, ..	180,102 88	183,461 76
Locomotives and fixtures, and snow plows,	60,152 00	68,033 25
Passenger and baggage cars, ...	27,840 40	34,642 83
Freight and other cars,	20,000 00	27,000 00
Engineering and agencies,	10,496 21	10,496 21
Total,	<u>\$870,648 56</u>	<u>\$906,915 16</u>

CHARACTERISTICS OF ROAD.

Length of road,	31½ miles.	
Length of road laid,	31½ do	
Length of double track, including sidings,.....		
Length of branches owned by the company, laid,....	2½ do	
Length of double track laid on same,.....		
Weight of rail per yard on main track,.....	62 lbs.	
Number of engine houses, 2, and shops, 1,	3	
engines,.....	6	
Rated as 8 wheel cars.	{ passenger cars, 1st class, 8 ; do 2d class	
	and emigrant, none ;.....	8
	{ baggage, mail and express cars, none ;	
	freight cars, 43;.....	43

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	78,978
Miles run by freight trains,	32,870
Rate of fare per mile charged to passengers, in respec- tive classes,	2 $\frac{11}{100}$ c. 1 $\frac{5}{100}$ c.
Number of passengers (all classes) carried in cars, ...	236,473
Number of miles travelled by passengers, or number of passengers carried one mile,	7,165,755
Number of tons, of 2,000 pounds, of freight carried in cars,	24,184
Total movement of freight, or number of tons carried one mile,	761,787
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Rate of speed of same, when in motion,	28
Average rate of speed adopted by express trains, in- cluding stops,	30
Rate of speed of same, when in motion,	32
Average rate of speed adopted by freight trains, includ- ing stops,	14
Rate of speed of same, when in motion,	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,	
Average weight in tons of freight trains, exclusive of freight,	

The amount of freight in tons:

The product of the forest,.....	2,346
do do of animals,.....	7,439
Vegetable food,.....	989
Other agricultural products,	1,005
Manufactures,	1,089
Merchandize,	7,737
Other articles,	3,579

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portat'n.	Freight transportat'n
Repairs of road-bed and rail- way, excepting cost of iron, (see law),.....	\$5,923 76		
Depreciation of way,.....			
Cost of iron used in repairs:			
Allotted to passenger trans- portation, length in feet, wt. in lbs.,.....			
Allotted to freight trans- portation, length in feet, wt. in lbs.,.....			
Repairs, of buildings,	700 63		
Repairs of fences and gates,..			
Taxes on real estate,	6,764 35		
Total,.....	<u>\$13,388 74</u>		

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transporta'n.
Repairs of engines and ten- ders,	\$6,950 43		
Depreciation of do do,.....			
Repairs of passenger and bag- gage cars,.....	3,214 26		

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transporta'n.
Depreciation of do do, \$4,- 500.00,			
Repairs of freight cars,.....	1,607 14		
Depreciation of do, \$500.00,			
Repairs of tools and machine- ry in shops,	182 35		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....			
Total,.....	<u>\$11,954 18</u>		

EXPENSES OF OPERATING THE ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transporta'n.
Office expenses, station'y, &c.,	\$1,147 19		
Agents and clerks,.....	1,790 55		
Labor, loading and unloading freight,	2,643 53		
Porter, watchmen and switch tenders,	3,511 01		
Wood and water station at- tendance,.....	2,102 32		
Conductors, baggage & brake- men,	3,470 74		
Enginemen and firemen,.....	6,820 91		
Fuel, cost and labor repairing,	7,094 81		
Oil and waste for engines and tenders,	1,972 24		
Oil and waste for freight cars,	493 07		
Oil and waste for passenger and baggage cars,.....	493 07		
Loss and damage of goods and baggage,	496 54		
Damages for injuries to persons,	200 00		

	Amount.	ALLOTTED TO Pass. trans- portation.	Freight transporta'n.
Damages to property, including damages by fire and cattle killed on road,.....	2,463 00		
General superintendence,....	3,933 05		
Contingencies,	6,934 18		
Total,.....	<u>\$45,566 21</u>		

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS :

From passengers,.....	\$185,744 69
From freight,	37,765 35
From other sources, mail service,.....	6,200 00

2D. RECEIPTS :

From passengers,.....	185,744 69
From freight,.....	37,765 35
From other sources, sales old iron, rent, int. and mail service,	20,488 23

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	70,909 13
For interest,.....	14,330 61
For dividends on \$800,000 capital stock at 10 per cent.,	72,170 00
To surplus fund,.....	
Total amount of surplus fund,.....	

Number of persons injured in life or limb :—one man, while walking on the track in the day time was struck by the engine ; his arm was so injured as to require amputation. One woman was injured in the same manner, and requiring the same amputation. Neither of them were passengers, or connected with the road. Both were intoxicated at the time. One passenger, who was intoxicated on the express train, jumped while the cars were in full motion from the train, and received injuries which resulted in his death. No accident has arisen from carelessness or negligence of any person in the employment of the corporation, and none other to persons than above enumerated.

HENRY MARTIN, *President.*

Erie County, ss :

James O. Putnam, of said county, being duly sworn, says that he was the secretary and treasurer of the Attica and Buffalo Railroad Company for the year ending Sept. 30th, 1850, that he aided in preparing the foregoing report from the books of the company, and he believes it correct.

JAMES O. PUTNAM.

Sworn before me this 7th }
day of December, 1850. }

SETH E. SELL,

Justice of the Supreme Court.

Erie County, ss:

Henry Martin, of said county, being sworn, says that he was the acting superintendent of the Attica and Buffalo Railroad Company for the year preceding Sept. 30th, 1850, that he aided in preparing the foregoing report from the books of said company, and he believes it correct.

HENRY MARTIN.

Sworn before me this 7th }
day of December, 1850. }

S. H. LATHROP,

Commissioner of deeds.

(No. 4.)

AUBURN AND ROCHESTER RAILROAD.

*Return of the Auburn and Rochester Railroad for 10 months, ending
July 31st, 1850. Filed 9th December, 1850.*

Capital stock as by charter,	\$300,000 00
Amount of stock subscribed,	2,196,765 00
Amount paid in as by last report,	2,151,765 00
Total amount now paid in of capital stock,	2,196,765 00
Funded debt, as by last report,	638,000 00
Total amount now of funded debt,	595,000 00
Floating debt, as per last report,	60,000 00
The amount now, of floating debt,	30,000 00
Total amount now of funded and floating debt,	625,000 00
Average rate per annum of interest on funded debt, 6½ pr. cent.	

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,	\$802,876 07	802,876 07
Bridges,	109,930 39	111,446 19
Superstructure, including iron, ...	1,211,307 33	1,211,307 33
Passenger and freight stations, buildings and fixtures,	69,878 33	70,378 33
Engine and car houses, machine shops, machinery and fixtures, ..	143,878 33	144,893 33
Land, land damages and fences, ..	275,851 10	285,866 52
Locomotives and fixtures, and snow plows,	194,776 00	209,592 63
Passenger and baggage cars,	24,800 00	26,800 00
Freight and other cars,	60,000 00	61,300 00
Engineering and agencies,	75,539 60	75,539 60
Total,	<u>\$2,968,837 15</u>	<u>\$3,000,000 00</u>

CHARACTERISTICS OF ROAD.

Length of road,.....	78 miles.
Length of road laid,.....	78 do
Length of double track, including sidings,	85 $\frac{7}{8}$ do
Length of branches owned by the company, laid,....	7 $\frac{7}{8}$ do
Length of double track laid on same,	none.
Weight of rail per yard on main track,.....	67 lbs.
Number of engine houses and shops,.....	4 $\frac{1}{2}$
Engines,	19
Rated as 8) passenger cars, 1st class, 20; do 2d class and emigrant, 0; wheel cars.) baggage mail and express cars, 0; freight cars, 100	120

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	179,550
Miles run by freight trains,	62,016
Rate of fare per mile charged to passengers in respective classes,.....	cts. 3 $\frac{1}{4}$, 2, & 1 $\frac{1}{2}$
Number of passengers (all classes) carried in cars,	271,303 $\frac{1}{2}$
Number of miles travelled by passengers, or number of passengers carried one mile,.....	13,711 977
Number of tons, of 2000 pounds, of freight carried in cars,	34,145
Total movement of freight, or number of tons carried one mile,	2,663,310
Average rate of speed adopted by ordinary passenger trains, including stops,..... (miles pr. hour)	15 $\frac{1}{2}$
Rate of speed of same, when in motion,	21
Average rate of speed adopted by express trains, inclu- ding stops,	27
Rate of speed of same when in motion,	33 $\frac{1}{2}$
Average rate of speed adopted by freight trains, inclu- ding stops,	12
Rate of speed of same, when in motion,.....	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	72 $\frac{4}{10}$
Average weight in tons of freight trains, exclusive of freight,	103 $\frac{1}{4}$

NOTE. The company do not own the cars used for baggage of passengers for transportation of mail and emigrants. The Albany and Schenectady supply a sufficient number.

The amount of freight in tons :

The product of the forest,.....
do do animals,
Vegetable food,
Other agricultural products,
Manufactures,
Merchandize,
Other articles,

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and rail- way, excepting cost of iron, [see law,].....	\$24,142 81	\$18,027 54	\$6,115 27
Depreciat'n of way, \$66,061.89.			
Cost of iron used in repairs :			
Allotted to passenger transpor- tation, length of feet, wt. in lbs.,.....			
Allotted to freight transporta- tion, length in feet, wt. in lbs.			
Repairs of buildings,.....	3,261 70	2,451 28	810 42
Repairs of fences and gates, ..	4,716 21	3,557 15	1,159 06
Taxes on real estate,.....	10,586 00	7,939 50	2,646 50
Totals,.....	<u>\$42,706 72</u>	<u>\$31,975 47</u>	<u>\$10,731 25</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO Pass. trans- portation.	Freight transportat'n.
Repairs of engines and ten- ders,	\$28,460 48	\$21,355 36	\$7,105 12
Depreciation of engines and tenders,	\$19,550		
Repairs of passenger and bag- gage cars,.....	7,081 93	7,081 93	
Depreciation of passenger and baggage cars,.....	\$3,000		

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of freight cars,.....	8,655 70		8,655 70
Depreciation of cars,..\$5,000			
Repairs of tools and machinery in shops,	982 11	736 58	245 53
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	2,804 30	2,116 21	688 09
Totals,.....	<u>\$47,984 52</u>	<u>\$31,290 08</u>	<u>\$16,694 44</u>

EXPENSES OF OPERATING THE ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Office expenses, stationery, &c.	\$1,290 83	\$968 12	\$322 71
Agents and clerks,	11,058 88	7,992 28	3,066 60
Labor, loading and unloading freight,	2,425 00		2,425 00
Porter, watchmen and switch tenders,	4,040 00	3,045 00	995 00
Wood and water station attend- ance,	2,310 00	1,731 00	579 00
Conductors, baggage and brake- men,	7,885 54	6,085 54	1,800 00
Enginemen and firemen,	10,525 84	7,894 38	2,631 46
Fuel, cost and labor preparing,	20,158 52	15,068 89	5,089 63
Oil and waste for engines and tenders,	3,660 00	2,745 00	915 00
Oil and waste for freight cars, do do for passenger and baggage cars,	343 54 687 08		343 54
Loss and damage of goods and baggage,	1,551 64	972 48	579 16
Damages for injuries to persons,	2,065 06	1,548 78	516 28
Damages to property, including damages by fire and cattle killed on road,	1,178 30	883 73	294 57
General superintendence,	1,666 65	1,249 98	416 67

		ALLOTTED TO	
	Amount.	Pass. trans- portation.	Freight transportat'n.
Contingencies,	1,927 52	1,445 64	481 88
Totals,	<u>\$72,774 40</u>	<u>\$52,317 90</u>	<u>\$20,456 50</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers,	\$386,616 13
From freight,	111,998 49
From other sources,	17,196 32

2d. RECEIPTS :

From passengers,	\$386,616 13
From freight,	111,998 49
From other sources,	17,196 32

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	\$163,465 64
For interest,	46,947 38
For dividends,	260,851 80
To surplus fund,	44,546 12
Total amount of surplus fund,	193,085 90

The number of persons injured in life or limb.

1st. On 21st Nov. 1849, as the express train going west was passing through Waterloo, a boy named Hosack was run over and instantly killed. The boy, with others was trying to see how near they could cross the track ahead of the locomotive, when the train was in motion ; a practice which the boys at that place had frequently pursued, which caused the engineers to run with extra caution ; the engineer did not see the boy that was killed, but saw the others who happened to cross soon enough to clear the train. No blame attached to the engineer.

2d. On night of 23d Nov., a family of German emigrants left the cars at Seneca Falls. When the train commenced moving, the conductor felt a motion of the car, as if going over something, he stopped the train and found that the car had passed over and instantly killed a little girl belonging to the German family which had stopped at that place ; how she happened to be run over no one could tell or

give any account. No blame attached to the hands in the employ of the company.

3d. On 27th Nov., a man named Patrick Mullen was run over by the express train, about a mile west of Auburn, and instantly killed, being cut all to pieces. Verdict of coroner's jury, as follows: "Mr. Mullen was accidentally run over by the express train of cars on the Auburn and Rochester railroad going west, near Barber's factory." Mr. Mullen was walking on the track going west, and being somewhat deaf, and the wind blowing very hard from the west, the accident was unavoidable. The jury was perfectly satisfied from the testimony, that there was no blame to be attributed to Mr. Glenn, the engineer, or the R. R. Company, the bell was constantly ringing and the whistle was blown as soon as Mr. Mullen was discovered on the track.

4th. On 2d Feb., 1850, Edward Corcoran, son of the station-man at Canandaigua, got on a passenger car at that place; when the train started, he jumped off and fell back under the car, he was so much injured that he died in a short time. No blame was attached to any one in the employ of the company.

5th. On 27th March, a man named Patrick McMillen, was found dead on the track, two miles west of Auburn, it is supposed he was killed by the night train, he left Auburn the evening before, very much intoxicated; when he was found, there was a jug partly filled with whiskey, lying by his side, he was undoubtedly asleep on the track. No blame was attached to any one in the employ of the company.

STATE OF NEW YORK, }
Ontario County, } ss.

Asa Sprague, acting superintendent, and Charles Seymour, treasurer of the Auburn and Rochester railroad company, being duly sworn, say, that the foregoing report contains a correct and true statement of the various matters required by law, according to their respective knowledge and belief.

A. SPRAGUE, *Supt.*

CHAS. SEYMOUR, *Treasurer.*

Subscribed and sworn before }
me, this 3d Dec. 1850, }

R. WOOLWORTH, *Com. of Deeds.*

(No. 5.)

AUBURN AND SYRACUSE RAILROAD.

No report.



(No. 6.)

BUFFALO AND NIAGARA FALLS RAILROAD.

Return of the Buffalo and Niagara Falls Railroad, being for the year ending September 30th, 1850. Filed Nov. 28th, 1850.

Capital stock as by charter.....	\$393,750
Amount of stock subscribed	393,750
Amount paid in as by last report	256,250
Total amount now paid in of capital stock.....	367,796
Funded debt, as by last report	46,670
Total amount now of funded debt.....	21,670
Floating debt, as by last report.....	25,886
Total amount now of floating debt.....	12,495
Total amount now of funded and floating debt.....	34,165
Average rate of interest on funded debt.....	7 p. ct.

COST OF ROAD AND EQUIPMENT.

	As by last report.	To pres't time.
For graduation and masonry.....	\$106,600 49	\$106,600 49
Bridges.....	14,609 03	14,609 03
Superstructure including iron...	195,780 00	216,737 44
Passenger and freight stations, } buildings and fixtures	6,550 00	6,896 87
Engine & car houses, machine } shops, machinery & fixtures		
Land, land damages and fences..	13,380 00	13,380 00
Locomotives & fixtures, and snow plows.....	34,320 69	42,020 69
Passenger and baggage cars....	18,240 71	21,740 71
Freight and other cars.....		1,450 00
Engineering and agencies.....	4,806 16	4,806 16
Total.....	<u>\$395,737 08</u>	<u>\$428,241 39</u>

CHARACTERISTICS OF ROAD.

Length of road.....	miles.	22
Length of road laid.....		22
Length of double track, including sidings.....		$\frac{1}{2}$
Length of branches owned by the company, laid.....		
Length of double track on same.....		
Weight of rail per yard on main track.....	lbs.	57
Number of engine houses and shops.....		2
engines		5
Rated as 8 { Pass. cars 1st. class 6. 2d class & emigr't 5, }		21
wheel cars { baggage, mail & expr'ss cars 3, freight cars 7, }		

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains.....	27,104
Miles run by freight trains.....	none.
Rate of fare per mile charged passengers.....	cts. 2.55
Number of passengers (all classes) carried in cars.....	124,683
Number of miles travelled by passengers, or No. passen- gers carried one mile.....	2,602,235
Tons of freight carried and total movement of freight...	not weigh'd
Average rate of speed of passenger trains including stops (miles per hour).....	22
Rate of speed of same, when in motion.....	30.

EXPENSES OF MAINTAINING ROAD.

Repairs of road bed and railway, excepting cost of iron	
Depreciation of way.....	
Cost of iron used in repairs, length and weight.....	
Repairs of buildings.....	\$96 34
Repairs of fences and gates.....	
Taxes on real estate.....	1,384 55
Total.....	<u>1,480 89</u>

EXPENSES OF REPAIRS OF MACHINERY.

Total	\$5,215 83
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EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.....	208 96
Agents and clerks.....	1,722 47
Labor, loading and unloading freight.....	
Porters, watch and switchmen.....	412 13
Wood and water station attendants.....	360 00
Conductors, baggage and brakemen.....	845 00
Enginemen and firemen.....	959 52
Fuel, cost and labor preparing.....	1,800 48
Oil and waste for engines, tenders and cars.....	749 84
Losses and damages of goods and baggage.....	38 00
Damages for injuries to persons.....	
Damages to property, including damages by fire and cattle killed.....	282 95
General superintendence.....	2,218 34
Contingencies.....	924 25
Total.....	<u>\$10,521 94</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers.....	\$67,979 49
freight.....	4,316 58
other sources (mail service).....	1,000 00

2d. RECEIPTS :

From passengers.....	67,979 49
freight.....	4,316 58
other sources, { old iron 25,937 10 } { mail ... 1,000 00 }	26,937 10

3d. PAYMENTS, OTHER THAN FOR CONSTRUCTION:

For transportation expenses.....	17,218 66
interest.....	2,963 00
dividends.....	25,421 00

To surplus fund.....

Total amount of surplus fund.....

No person seriously injured during the year.

STATE OF NEW-YORK, }
Erie Co., City of Buffalo, } ss. William A. Bird, Treasurer and
Superintendent of Buffalo and Ni-
agara Falls R. R. Company being duly sworn, says that the state-
ments in the above report are true according to the best of his know-
ledge and belief.

W. A. BIRD,

Treasurer and Sup't.

Sworn before me this 26th Nov. 1850.

CHAS. D. NORTON, *Com. of Deeds.*

(No. 7.)

CAYUGA AND SUSQUEHANNA RAILROAD.

*Return of the Cayuga and Susquehanna Railroad Company, being
for nine months and eleven days, ending September 30th, 1850.
Filed December 5, 1850.*

Capital stock as by charter,.....	\$500,000 00
Amount of stock subscribed,.....	168,000 00
Amount paid in, as by last report,.....	118,000 00
Total amount now paid in of capital stock,.....	168,000 00
Funded debt, as by last report,.....	
Total amount now, of funded debt,.....	300,000 00
Floating debt, as per last report,.....	253,000 00
The amount now, of floating debt,.....	134,849 83
Total amount now, of funded and floating debt,....	434,849 83
Average rate per annum of interest on funded debt,.	7 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,.....	\$31,216 65	115,203 32
Bridges,	19,174 23	25,357 54
Superstructure, including iron,		264,710 98
Passenger and freight stations,		
buildings and fixtures,.....		
Engine and car houses, machine	731 54	15,811 52
shops, machinery and fix-		
tures,.....		
Land, land damages and fences,	13,443 00	25,784 97

Locomotives and fixtures, and snow plows,	23,479 20
Passenger and baggage cars,...	9,400 00
Freight and other cars,	29,250 00
Engineering and agencies,	5,826 64
Total,	<u>\$580,310 91</u>

CHARACTERISTICS OF ROAD.

Length of road,	35 miles.
Length of road laid,	35 do.
Length of double track, including sidings,	3 do.
Length of branches owned by the company, laid,	
Length of double track laid on same,	
Weight of rail per yard on main track,	58 lbs.
Number of engine houses and shops,	1
engines,	3
Rated as 8 wheel cars. { passenger cars 1st class, 4; do 2d class } { and emigrant baggage, mail and express } { cars, 2; freight cars, 45	51

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains, including boats	52,756
Miles run by freight trains,	7,280
Rate of fare per mile charged to passengers,	2½ cts.
Number of passengers (all classes) carried in cars, ...	25,653
Number of miles travelled by passengers, or number of passengers carried one mile	1,517,980
Number of tons, of 2,000 pounds, of freight carried in cars,	8,886
Total movement of freight, or number of tons carried one mile,	311,010
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	24
Rate of speed of same, when in motion,	28
Average rate of speed adopted by express trains, in- cluding stops,	
Rate of speed of same, when in motion	

Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,	14
Average weight in tons of passenger trains, exclusive of passengers and baggage,	60
Average weight in tons of freight trains, exclusive of freight,	113
The amount of freight in tons :	
The product of the forest,	3,383
do of animals,	1,067
Vegetable food,	1,095
Other agricultural products,	24
Manufactures,	1,349
Merchandise,	892
Other articles,	1,076

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation.
Repairs of road-bed and rail- way, excepting cost of iron, [see law,]	\$2,101 94		
Depreciation of way,			
Cost of iron used in repairs:			
Allotted to passenger trans- portation, length in feet, wt. in lbs., ..			
Allotted to freight transpor- tation, length in feet, wt. in lbs., ...			
Repairs of buildings,			
Repairs of fences and gates, ..			
Taxes on real estate,	199 25		
Totals,	<u>\$2,301 19</u>		

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation
Repairs of engines and tenders,.....	\$2,140 62		
Depreciation of engines and tenders,.....	1,500 00		
Repairs of passenger and baggage cars,.....	1,994 87		
Depreciation of passenger and baggage cars,.....			
Repairs of freight cars,. ...	1 994 87		
Depreciation of freight cars,.	2,380 00		
Repairs of tools and machinery in shops,.....			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....	297 50		
Totals,.....	<u>\$10,307 86</u>		

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$284 49
Agents and clerks,.....	1,475 48
Labor, loading and unloading freight,.....	1,669 10
Porter, watchmen and switch tenders,.....	286 54
Wood and water station attendance,.....	239 18
Conductors, baggage and brakemen,.....	1,116 29
Enginemen and firemen,....	2,325 35
Fuel, cost and labor preparing,.....	4,118 02

	Amount.	ALLOTTED TO Pass. trans- portation.	Freight transportation.
Oil and waste for engines and tenders,....			
do for freight cars,	1,323 33		
do for passenger and baggage cars,.....			
Loss and damage of goods and baggage,.....	28 00		
Damages for injuries to per- sons,.....	625 00		
Damages to property, includ- ing damages by fire and cattle killed on the road,..	493 00		
General superintendence,...	500 00		
Contingencies,.....	3,003 00		
Totals,.....	<u>\$31,956 91</u>		

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS :

From passengers,.....	\$33,600 63
From freight,.....	10,417 22
From other sources,.....	4,207 25

2D. RECEIPTS :

From passengers,.....	\$33,600 63
From freight,.....	9,790 65
From other sources,.....	1,627 69

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....	\$30,810 91
For interest,.....	15,486 74
For dividends,.....	
To surplus fund,.....	
Total amount of surplus fund,.....	

Three persons have been killed on the road, two of whom were laborers on the gravel train. The third, Mr. William J. Jones, of

Ithaca, was killed by falling from the gravel train, on which he was riding contrary to the rules and without permission of the company. These accidents have not arisen from carelessness or negligence of any person in the employ of the corporation.

STATE OF NEW-YORK, }
Tompkins county, } ss.

Josiah B. Williams, Treasurer, and W. R. Humphry, Secretary and acting Superintendent, being duly sworn, each for himself, says that the matters set forth in the forgoing report are true according to the best of his knowledge and belief.

J. B. WILLIAMS, *Treasurer,*
 W. R. HUMPHRY, *Sec. and Ac. Sup't.*

Sworn before me, this 3d }
 of Dec., 1850. }

H. MACK, *Clerk,*

(No. 8.)

CHEMUNG RAILROAD.

Return of the Chemung Railroad, for year ending September 30th,
1850. Filed, December 31st, 1850.

Capital Stock as by charter,.....	} \$380,000 00
Amount of Stock subscribed,.....	
Amount paid in as by last report, about \$375,000 00	
Total amount now paid in of capital stock, 380,000 00	
Funded dept, as by last report,.....	70,000 00
Total amount now, of funded debt,.....	70,000 00
Floating debt, as per last report,.....	5,000 00
The amount now of floating debt,.....	5,000 00
Total amount now, of funded and floating debt,.....	75,000 00
Average rate per annum of interest on funded debt,..	7 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time,
For graduation and masonry,.....	} The whole done by contract for \$450, 000.00	} See report Jan'y. 7th, 1850, on file with State Engineer &c.
Bridges,.....		
Superstructure, including iron,		
Passenger and freight stations,		
buildings and fixtures,.....		
Engine and car houses, machine		
shops, machinery and fixtures,		
Land, land damages and fences,		
Locomotives and fixtures, and		
snow plows,.....		
Passenger and baggage cars,..		
Freight and other cars,.....		
Engineering and agencies,.....		
Total,.....	\$450,000 00	\$450,000 00

CHARACTERISTICS OF ROAD.

Length of road,.....	17 $\frac{34}{100}$ miles
Length of road laid,.....	
Length of double track, including sidings,.....	
Length of branches owned by the company, laid,...	
Length of double track laid on same,.....	
Weight of rail per yard on main track,.....	about 58 lbs.
Number of engine houses and shops,.....	
engines,.....	
Rated as 8 { passenger cars, 1st class, do 2d,	
{ class and emigrant, baggage,	
wheel cars. { mail & express cars, freight cars	

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	
Miles run by freight trains,.....	
Rate of fare per mile charged to passengers, in res-	
pective classes,.....	
Number of passengers (all classes) carried in cars,..	
Number of miles travelled by passengers, or number	
of passengers carried one mile,.....	
Number of tons, of 2,000 pounds, of freight carried	
in cars,.....	
Total movement of freight, or number of tons carried	
one mile,.....	
Average rate of speed adopted by ordinary passenger	
trains, including stops, (miles p. hour,).....	
Rate of speed of same, when in motion,.....	
Average rate of speed adopted by express trains, in-	
cluding stops,.....	
Rate of speed of same, when in motion,.....	
Average rate of speed adopted by freight trains, in-	
cluding stops,.....	
Rate of speed of same, when in motion,.....	
Average weight in tons of passenger trains, exclusive	
of passengers and baggage,.....	
Average weight in tons of freight trains, exclusive of	
freight,.....	

The amount of freight in tons:

The product of the forest,.....
 do do of animals,.....
 Vegetable food,.....
 Other agricultural products,.....
 Manufactures,.... ..
 Merchandize,
 Other articles,.....

EXPENSES OF MAINTAINING ROAD.

Amount.	ALLOTTED TO Pass. trans- Freight portation. transportat'n.
Repairs of road-bed and rail- way, excepting cost of iron, [see law,]	
Depreciation of way,	
Cost of iron used in repairs:	
Allotted to passenger trans- portation, length in feet, wt. in lbs.,	
Allotted to freight transpor- tation, length in feet, wt. in lbs.,	
Repairs of buildings,	
Repairs of fences and gates, ..	
Taxes on real estate,	
Totals,	

**EXPENSES OF REPAIRS
OF MACHINERY.**

Repairs of engines and tend-
 ers,
 Depreciation of engines and
 tenders,
 Repairs of passenger and bag-
 gage cars,
 Depreciation of baggage cars,
 Repairs of freight cars,

Amount.	ALLOTTED TO	
	Pass. trans- portation.	Freight transportat'n.
Depreciation of do,.....		
Repairs of tools and machin- ery in shops,.....		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.		
Totals,		

EXPENSES OF OPERAT- ING THE ROAD.

Office expenses, stationery, &c.,.....		
Agents and clerks,.....		
Labor, loading and unloading freight,		
Porter, watchmen and switch tenders,.....		
Wood and water station at- tendance,.....		
Conductors, baggage & brake- men,.....		
Enginemen and firemen,....		
Fuel, cost and labor preparing, Oil and waste for engines and tenders,.....		
Oil and waste for freight cars, Oil and waste for passenger and baggage cars,.....		
Loss and damage of goods and baggage,.....		
Damages for injuries to per- sons,.....		
Damages to property, includ- ing damages by fire, and cattle killed on road,		
General superintendence,....		
Contingencies,		
Totals,		

EARNINGS AND CASH RECEIPTS AND PAYMENTS.**1ST. EARNINGS :**

From passengers,.....
 From freight,.....
 From other sources,.....

2D. RECEIPTS :

From passengers,.....
 From freight,
 From other sources,

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....
 For interest,.....
 For dividends,
 To surplus fund,.....
 Total amount of surplus fund,.....

For all matters not stated in this report, reference is respectfully made to the report of the New-York & Erie Railroad Company, that company having rented the Chemung Railroad from 15th Jan., 1850, for ten years; furnishing the same and running the same in connection with and as a part of the New-York & Erie Railroad, and paying charges and receiving profits thereon.

STATE OF NEW-YORK, }
 City and County of New-York, } ss.

Isaac Otis, of New-York city, being duly sworn, says that he is treasurer of the Chemung Railroad Company, and that the above report is true, to the best of his knowledge and belief.

ISAAC OTIS, *Treasurer.*

Sworn before me, the }
 30th Dec., 1850. }

JOSEPH STRONG, *Com. of Deeds.*

(No. 9.)

HUDSON AND BERKSHIRE RAILROAD.

Return of the Hudson & Berkshire Railroad for the year ending September 30, 1850. Filed Dec. 5th, 1850.

Capital stock as by charter,.....	\$450,000 00
Amount of stock subscribed,	380,000 00
Amount paid in, as by last report,.....	375,000 00
do under act Dec., 1847, omitted last report,.....	50,000 00
Total amount now paid in of capital stock, and assessments under act 1847,	425,000 00
Funded debt, as by last report,.....	325,000 00
Total amount now of funded debt,	325,000 00
Floating debt, as per last report,.....	41,549 92
Amount of new engine, omitted last report,	5,600 00
The amount now of floating debt,.....	47,149 92
Total amount now of funded and floating debt,....	372,149 92
Average rate per annum of interest on funded debt,.	6½ per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time
For graduation and masonry,	\$200,000 00	200,000 00
Bridges,.....	25,000 00	25,000 00
Superstructure, including iron,	385,000 00	385,000 00
Passenger and freight stations, buildings and fixtures,.....	16,200 00	16,600 00
Engine and car houses, machine shops, machinery and fixtures,	4,534 23	4,534 23

	As per last report.	To present time.
Land, land damages and fences,	64,261 31	64,261 31
Locomotives and fixtures, and snow plows,	35,538 39	36,838 39
Passenger and baggage cars, ..	9,201 65	9,301 65
Freight and other cars,	29,102 00	29,202 00
Engineering and agencies, ...	50,593 87	50,593 87
Total,	<u>\$819,631 45</u>	<u>\$821,331 45</u>

CHARACTERISTICS OF ROAD.

Length of road,	31½ miles.
Length of road laid,	do
Length of double track, including sidings,	5,600 feet.
Length of branches owned by the company, laid,	
Length of double track laid on same,	
Weight of rail per yard on main track,	56 lbs.
Number of engine houses and shops,	2
do engines,	4
Rated as 8 wheel cars. { passenger cars, 1st class, 4 ; do. 2d class and emigrant,	
{ baggage, mail and express cars, 2 ; freight cars, 28½,	34½

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains, (freight carried in these trains,)	38,896
Miles run by freight trains,	17,680
Rate of fare per mile charged to passengers, in respec- tive classes,	3 cents.
Number of passengers (all classes) carried in cars, ...	33,491
Number of miles travelled by passengers, or number of passengers carried one mile,	546,592
Number of tons, of 2,000 pounds, of freight carried in cars,	23,809
Total movement of freight, or number of tons carried one mile,	577,130
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20

Rate of speed of same, when in motion,.....	25
Average rate of speed adopted by express trains, including stops,	
Rate of speed of same, when in motion,.....	
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,.....	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	16
Average weight in tons of freight trains, exclusive of freight,	45
The amount of freight in tons :	
The product of the forest,	2,854
do of animals,.....	1,278
Vegetable food,	3,106
Other agricultural products,	1,100
Manufactures,	8,287
Merchandize,	2,708
Other articles,	4,477

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and rail- way, excepting cost of iron, [see law],.....	\$3,777 74	\$2,688 87	\$1,088 87
Depreciation of way,			
Cost of iron used in repairs:.			
Allotted to passenger trans- portation, length in feet, wt. in lbs.,			
Allotted to freight transpor- tation, length in feet, wt. in lbs.,			
Repairs of buildings,.....	324 45	100 00	224 45
Repairs of fences and gates,,			
Taxes on real estate,.....	424 81	212 40	212 41
Totals,.....	<u>\$4,527 00</u>	<u>\$3,001 27</u>	<u>\$1,525 73</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and tenders,.....	\$2,315 72	\$1,157 86	\$1,157 86
Depreciation of engines and tenders,.....			
Repairs of passenger and baggage cars,.....	124 54	124 54	
Depreciation of passenger and baggage cars,			
Repairs of freight cars,....	402 25		402 25
Depreciation of do			
Repairs of tools and machinery in shops,.....			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,...	31 77		31 77
Totals,.....	<u>\$2,874 28</u>	<u>\$1,282 40</u>	<u>\$1,591 88</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$492 28	\$200 00	\$292 28
Agents and clerks,.....	2,464 21	800 00	1,664 21
Labor, loading and unloading freight,.....	2,287 19		2,287 19
Porter, watchmen & switch tenders,.....	441 30	100 00	341 30
Wood and water station attendance,			
Conductors, baggage & brakemen,.....	1,386 76	886 76	500 00
Enginemen and firemen,....	1,863 00	1,200 00	663 00
Fuel, cost and labor preparing,.....	6,188 48	4,000 00	2,188 48

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Oil and waste for engines and tenders,..	532 02	300 00	232 02
do for freight cars,	110 51		110 51
do for passenger and baggage cars,.....	52 00	52 00	
Loss and damage of goods and baggage,.....	385 85		385 85
Damages for injuries to per- sons,			
Damages to property, includ- ing damages by fire and cattle killed on road,....	600 00	300 00	300 00
General superintendence,...	2,000 00	1,000 00	1,000 00
Contingencies,	\$145 00	100 00	45 00
Totals,.....	<u>\$19,948 60</u>	<u>\$8,938 76</u>	<u>\$10,009 84</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS :

From passengers,\$14,771 63
 From freight,25,269 28
 From other sources, mails,1,000 00

2D. RECEIPTS.

From passengers,\$14 771 63
 From freight,24,769 28
 From other sources,1,000 00

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation, expenses, and losses,\$27,349 88
 For interest,13,191 03
 For dividends,
 To surplus fund,
 Total amount of surplus fund,

There has been no person injured in life or limb during the year.

COLUMBIA COUNTY, ss:

Josiah W. Fairfield, President, and Joshua T. Waterman, Superintendent of operations of the Hudson and Berkshire Railroad Company, being severally sworn, say, that the foregoing report and the facts therein stated are correct and true, according to their best information and belief.

Sworn before me this 27th }
day of Nov. 1850. }

J. W. FAIRFIELD,
J. T. WATERMAN.

DARIUS PECK, *Commissioner of Deeds.*

(No. 10.)

HUDSON RIVER RAILROAD.

Report of the Hudson River Railroad Company.
Filed Nov. 26th, 1850.

HON. H. C. SEYMOUR,
State Engineer and Surveyor:

In obedience to the act passed April 2d, 1850, entitled "An act to authorise the formation of Railroad Corporations, and to regulate the same," the Hudson River Railroad Company presents the following report:

The report of last year includes the business of the road up to the first day of January last. It is not deemed necessary or practicable that this report should commence at an earlier period than the termination of the last report, as the required statistics were then given, and the classification of accounts under the previous law was so different, that they cannot accurately be arranged under the present headings, for any portion of time embraced in the previous report.

For the purpose of insuring accuracy, therefore, it is considered proper to commence this report on the first day of January last, embracing a period of nine months, to the 30th of September last. Future reports will of course be made to cover the business operations of the entire year, as the accounts and statistics are now made to conform to the law of April last.

This road is in operation from New-York to Poughkeepsie, a distance of seventy-five miles, which is a little more than half the distance to Albany. The portion in use embraces three miles of street

track in the city of New-York, which is operated by horses, at an expense greater than will apply to any other portion of the road.

During most of the season, seven trains each way have been maintained, three of which have connected with steamboats plying between Poughkeepsie and Albany.

Since January last, about forty miles of double track have been laid, extending from New-York to Peekskill, and a large amount of work has been done to secure the structures, increase the conveniences and promote the safety of the road. Four new passenger houses have been erected, and increased wood and water accommodations provided, in view of the largely increasing business of the road.

It has been thought proper by this company to institute a vigilant police guard on the road. A watchman is stationed at every curve and cross road where there is any liability to obstructions, or where any danger may be apprehended from cattle or otherwise, whose duty it is to be at his post whenever a train passes or is due, and to make the prescribed signals to the engine men, indicating the state of the track. Each watchman closely inspects his portion of track before the passage of each train, and does such ordinary labor as may be necessary to keep the track in perfect order, and in every case of danger gives warning to the trains in time to prevent injury.

It is believed that no other road in the country is so systematically and closely watched, with a view of preventing accidents. In several instances since the opening of this road, serious, and perhaps fatal, accidents have been prevented solely by the warnings of the flagmen, and it is considered essential to the safe conveyance of passengers, that this and every other available precaution should be rigidly observed.

These statements are considered necessary to explain the apparently large expenditure under the head of porters, watch and switchmen.

The expense of horse power in the city of New-York, amounting to \$15,763.44, is necessarily embraced under the head of "contingencies."

That portion of the road which is between Poughkeepsie and Albany is under contract and rapidly progressing, which accounts for the increased amount of expenditure for construction since the last report.

*Return of the Hudson River Railroad Company for nine months, ending
September 30, 1850.*

Capital Stock as by charter,	\$4,000,000 00
Amount of Stock subscribed,	3,400,162 17
Amount paid in, as by last report,	3,157,175 00
Total amount now paid in of capital stock,	3,310,552 17
Funded debt, as by last report,	1,867,625 00
Total amount now, of funded debt,	3,486,750 00
Floating debt, as per last report,	88,101 12
The amount now, of floating debt,	111,151 37
Total amount now, of funded and floating debt, ..	3,697,901 37
Average rate per annum of interest on funded debt, ..	7 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For Graduation and masonry,		3,127,630 08
Bridges,	2,892,681 24	121,259 73
Superstructure, including iron, ..	811,627 48	1,336,445 51
Passenger and freight stations, buildings and fixtures, en- gine and car houses, machine shops, machinery and fix- tures,	231,162 97	349,804 99
Land, land damages and fences, ..	459,294 62	572,241 80
Locomotives and fixtures, and snow plows,	15,294 47	107,525 57
Passenger and baggage cars, ..	71,648 76	103,921 96
Freight and other cars,		67,775 05
Engineering and agencies,	144,855 59	289,064 05
Interest on stock and other items not enumerated,	377,110 26	591,012 81
Total,	\$5,003,675 39	6,666,681 55

CHARACTERISTICS OF ROAD.

Length of road,	143 $\frac{7\frac{1}{2}}{8}$ miles.
Length of road laid,	74 $\frac{7\frac{1}{8}}{8}$ do
Length of double track, including sidings,	38 do
Length of branches owned by the company, laid,	none.
Length of double track laid on same,	none.
Weight of rail per yard on main track,	70 lbs.
Number of engine houses, 4, and shops, 1, ...	5
engines, 14, and one street do., ...	15
Rated as 8 wheel cars.	} passenger cars, 1st class, 44; do.
	} 2d class and emigrant, baggage,
	} mail and express cars, 12; freight
	} cars, 75; gravel cars, 61, 192

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	158,431
Miles run by freight trains, passenger cars attached, ..	25,080
Rate of fare per mile charged to passengers, in respec- tive classes; Summer, 1 $\frac{1}{8}$ 1 $\frac{3}{4}$ c.; Winter, 2 2 $\frac{1}{4}$ c. .	
Number of passengers (all classes) carried in cars, ...	509,180
Number of miles travelled by passengers, or num- ber of passengers carried one mile,	17,821,300
Number of tons, of 2,000 pounds, of freight carried in cars,	5,745
Total movement of freight, or number of tons carried one mile,	229,800
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	26
Rate of speed of same, when in motion,	41
Average rate of speed adopted by express trains, in- cluding stops,	30
Rate of speed of same, when in motion,	43
Average rate of speed adopted by freight trains, inclu- ding stops,	16
Rate of speed of same, when in motion,	26
Average weight in tons of passenger trains, exclusive of passengers and baggage,	54

Average weight in tons of freight trains, exclusive of freight,	32
The amount of freight in tons:	
The product of the forest,	110 $\frac{3}{4}$
do do of animals,	856 $\frac{1}{4}$
Vegetable food,	139 $\frac{1}{2}$
Other agricultural products,	97
Manufactures,	2,164 $\frac{1}{4}$
Merchandise,	1,589 $\frac{1}{2}$
Other articles,	787 $\frac{3}{4}$

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and railway, excepting cost of iron, [see law,]	\$14,338 55	\$13,826 55	\$512 00
Depreciation of way,			
Cost of iron used in repairs:			
Allotted to passenger transportation, length in feet, wt. in lbs.,			
Allotted to freight transportation, length in feet, wt. in lbs.,			
Repairs of buildings,	53 62	53 62	
Repairs of fences and gates,	4 02	4 02	
Taxes on real estate,	4,269 11	3,794 11	475 00
Totals,	<u>\$18,665 30</u>	<u>\$17,678 30</u>	<u>\$987 00</u>

EXPENSES OF REPAIRS
OF MACHINERY.

Repairs of engines and tenders, less \$3,500 mat. on hand,	\$7,848 43	\$7,568 13	\$280 30
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	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation.
Depreciation of engines and tenders,			
Repairs of passenger and baggage cars, less \$350 mat. on hand,	7,920 49	7,920 49	
Depreciation of passenger and baggage cars,			
Repairs of freight cars, less \$150 mat. on hand,	405 90		405 90
Depreciation of freight cars, Repairs of tools and ma- chinery in shops,	482 67	465 43	17 24
Incidental expenses, includ- ing oil, fuel, clerks, watchmen, &c., about shops,	193 17	186 07	7 10
Totals,	<u>\$16,850 66</u>	<u>\$16,140 12</u>	<u>\$710 54</u>

EXPENSES OF OPERAT- ING THE ROAD.

Office expenses, stationery, &c.,	\$1,910 08	\$1,742 58	158 50
Agents and clerks,	7,138 04	6,328 04	810 00
Labor, loading and unload- ing freight,	840 92		840 92
Porter, watchmen and switch tenders,	31,610 29	29,597 29	2,013 00
Wood and water station at- tendance,	985 52	950 32	35 20
Conductors, baggage and brakemen,	9,213 66	8,473 66	740 00
Enginemen and firemen, ..	7,648 93	7,375 76	273 17
Fuel, cost and labor prepar- ing,	24,380 34	23,309 59	1,070 75
Oil and waste for engines and tenders,	3,982 40	3,739 90	242 50

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation.
Oil and waste for freight cars,	274 06		274 06
Oil and waste for passenger and baggage cars,	2,306 55	2,306 55	
Loss and damage of goods and baggage,	381 76	287 06	94 70
Damages for injuries to persons,	200 25	200 25	
Damages to property, including damages by fire and cattle killed on road,	305 26	305 26	
General superintendence, ..	3,498 70	3,373 10	125 60
Contingencies,	23,699 75	22,839 75	860 00
Totals,	<u>\$118,367 51</u>	<u>\$110,829 11</u>	<u>\$7,538 40</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS:

From passengers,	\$242,595 10
From freight,	18,575 56
From other sources, (mail) about,	6,490 00

2d. RECEIPTS:

From passengers,	242,572 88
From freight,	17,845 42
From other sources,	4,440 00

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION:

For transportation expenses,	167,383 47
For interest,	
For dividends,	
To surplus fund,	
Total amount of surplus fund,	

The number of persons injured in life or limb, and the cause of the injury, and whether passengers or persons employed.

Jan. 7. Patrick Murphy, a carpenter in the employ of the road, while connecting a train of cars at Peekskill, was jammed between

them and died in consequence of the injuries received. He neglected to give notice to the engineman who backed the train while he was between the cars.

Verdict of coroner's jury was "accidental death."

Apr. 2. A passenger named James McGaugh, while crossing the draw bridge at Cruger's was standing on the platform and leaning far over to look behind, came in contact with the brace of the bridge, which threw him off the car and caused his death; he had been requested by the conductor to take a seat inside. Verdict of the coroner's jury was that he came to his death "accidentally, carelessly and by misfortune, and not otherwise."

Apr. 14. Michael Ryan, laborer on the gravel train, fell from the train while passing Abbott's Point, and was instantly killed. Verdict of Coroner "accidental death."

Apr. 22. James Horan, a carpenter, at work on the track at Manhattanville, was run over and killed. He had seen the train approaching, and was warned to get out of the way, but neglected to do so. He endeavored to cross the track at the moment the engine reached him. Verdict of coroner's jury, "accidental death."

May 11. A carman while crossing the track in Hudson street, near Duane, N. Y. city, came in contact with the cars and was seriously injured. He had been cautioned to wait a moment as the cars were approaching, but persisted in crossing. It was impossible to avoid the collision, the brake was applied at the time, but owing to the down grade, the car could not be stopped.

May 16. An idiot boy, named Michael Conlin, aged 7 years, was killed by passenger train on the north side of Spuytenduyvil bridge. Every precaution was used, brakes applied and engine reversed, but all was unsuccessful.

The verdict of the coroner's jury exonerated the engineer from all blame in the premises.

May 16. A woman, name unknown, supposed to have been from the Alms house, was run over and killed by the gravel train, near 42d street. She had been removed from the track previously by the watchman when the regular train passed, and warned that another train was coming, but persisted in going on the track. The whistle

was blown and the engine reversed, when she was seen, but she paid no attention to the signals and was unavoidably run over.

Verdict according to the facts.

May 27. David Gillespie was killed near the corner of West and Canal streets, N. Y., by a passenger car passing over him. As soon as he was seen on the track, he was called to by the driver, and the brakes applied. He looked up, seemed bewildered, and apparently made no effort to escape. The verdict was, "that the deceased came to his death by being accidentally run over by the car of the Hudson River railroad, and that no blame is to be attributed to the driver of the same."

June 8. A person attempted to jump on the passenger car, when passing through West-street, N. Y., and his foot slipping, he fell with his arm across the rail, and it was badly broken.

June 24. A boy jumped on the cars as they were passing through the streets of the city of N. Y., and in attempting to jump off while the car was in motion, he fell and the car passed over his foot. Mortification ensued, and he died.

July 5. An intoxicated man named John McGovern was accidentally run over and killed, at Croton. He staggered and fell on the track and was killed before the engine could be stopped, although it was going slowly at the time and the bell was ringing. Verdict, "Accidentally killed while intoxicated, and no blame attached to the engineer or the company."

July 29. The down train at midnight run over the watchman near Striker's bay. It was not known until the first train up next morning discovered him lying dead on the track. It is presumed he fell asleep on the track.

July . A passenger had his arm injured while passing a bridge near Cruger's, in consequence of projecting his arm out of the window of the car and coming in contact with an obstacle.

July 31. The night train ran over and killed a man named Dennis Cregan, a laborer, about a mile south of Fishkill. He was supposed to have been intoxicated. Verdict, "Accidental death."

Aug. 7. A man of intemperate habits, named Walter Hubbard, in attempting to jump on the cars while in motion at Canal-street, N. Y., slipped and fell with his leg under the wheel, and before the car could be stopped, it passed over his leg and crushed it so badly that death ensued.

Aug. 12. As the freight cars were passing down West-street, New-York, two boys jumped on one of the cars, and in attempting to jump off, one of them named John O'Neill, fell under the wheel and was killed. The driver did not see it or know it until after it occurred.

Aug. 29. A boy named George Stupp, about 12 years of age, was run over in West-st., near Amos-st., N. Y.; he had jumped on the car, and in attempting to jump off he fell and was run over and killed, before the car could be stopped.

Sept. 4. As several little girls were playing on the track near 90th-street, one of them, about 4 years of age, was accidentally killed, coming to a curve they could not be seen until the engine was too near them to prevent the accident. Verdict, "Death by injuries accidentally received."

Sept. 10. Henry Brown was run over and killed near Yonkers. He was a track layer, in the employ of the company, and was walking on the outside of the track until the engine had nearly reached him, when he stepped directly in front of the train and was instantly killed. The coroner's inquest exonerated the company from blame.

RECAPITULATION.

Total number killed,	16
do injured,.....	<u>3</u>

Of these, 6 were in the employ of the company and 13 not in their employ. Only one passenger was killed who stood on the platform, and one injured. Eleven of the accidents occurred in the city and county of New-York, and eight at other places.

It is believed that all the above mentioned accidents have occurred, not in consequence of any carelessness or negligence of any person in the employment of the corporation, but from the heedlessness

of the persons injured, and their disregard of their safety, by attempting to jump on or off the trains while in motion or by carelessly walking on the track between the rails. This highly dangerous practice is persisted in by many, although the company have taken the precaution to post conspicuously the statute on the subject.

In the streets of New-York crowds of unruly boys stand ready to rush on to the platforms of every passing car to the imminent hazard of their lives, as there is no municipal regulation to prevent this dangerous practice, the officers of the company find it impossible properly to guard against it.

Great care is used to avoid accidents, particularly in the crowded streets traversed by the road in the city of New-York, and watchmen are there constantly stationed at the curves to notify persons of the approach of every car, and to see that the tracks are kept clear.

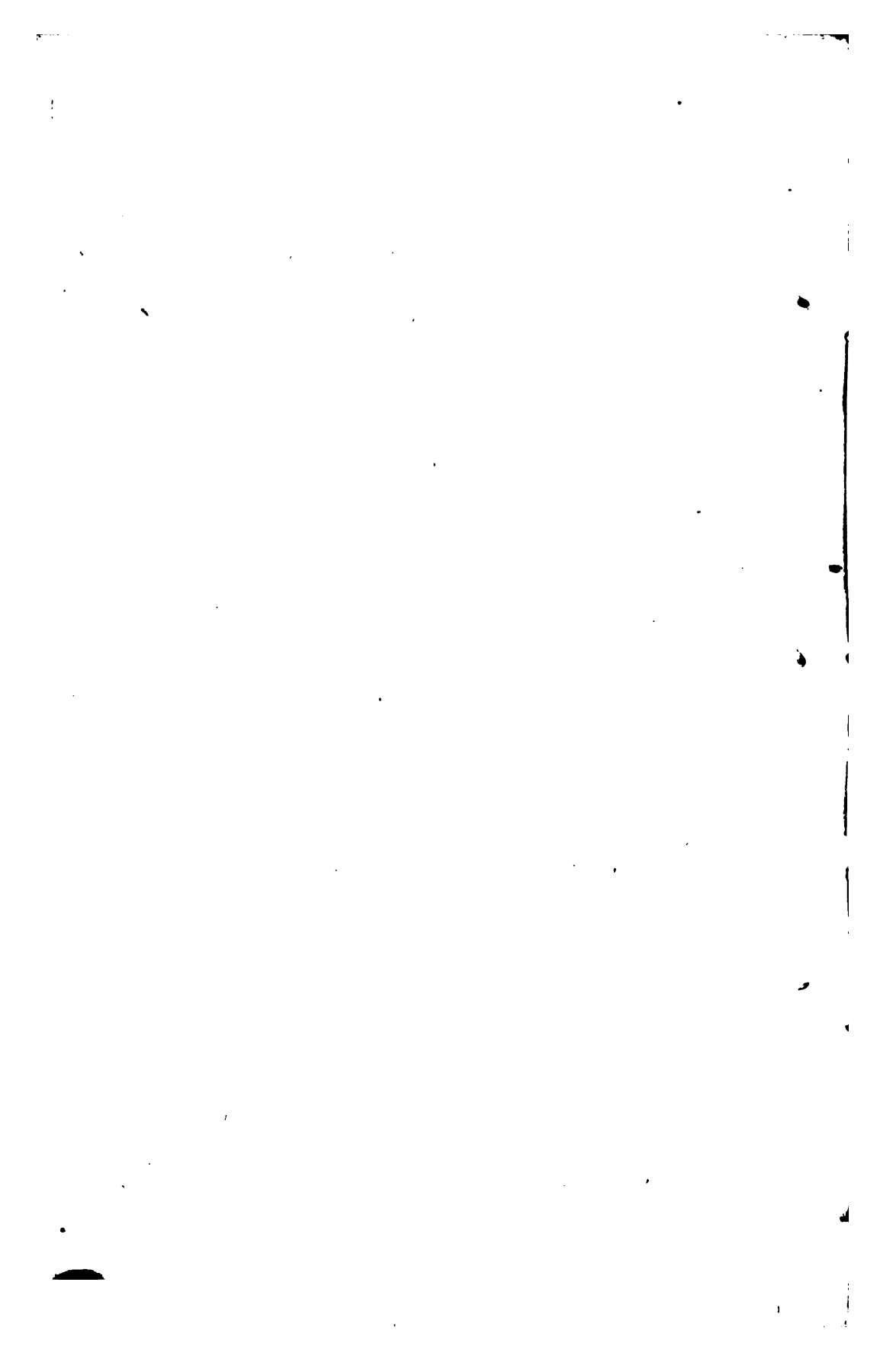
CITY AND COUNTY OF NEW-YORK, ss

John M. Hopkins, Treasurer, and Oliver H. Lee, Superintendent of the Hudson River Railroad Company, being severally duly sworn on their oath say, that the preceding report is correct and true to the best of their knowledge and belief.

JOHN M. HOPKINS,
OLIVER H. LEE.

Sworn this 25th day of Novem- }
ber, 1850, before me, }

EDMUND ELMENDORF, Jr., *Com. of Deeds.*



(No. 11.)

LONG ISLAND RAILROAD.

[No. Report.]

(No. 12.)

NEW-YORK AND ERIE RAILROAD.

*Return of the New-York and Erie Railroad, being for nine months,
ending Sept. 30th, 1850. Filed Dec. 26th, 1850.*

Capital stock as by charter,.....	\$10,500,000
Amount of stock subscribed,	6,031,100
Amount paid in, as by last report,.....	5,778,891
Total amount now paid in of capital stock,.....	5,801,285 29
Funded debt, as by last report,.....	5,839,918 90
Total amount now, of funded debt,.....	9,856,568 90
Floating debt, as per last report,.....	2,481,647 41
The amount now, of floating debt,.....	2,475,864 64
Total amount now, of funded and floating debt,...	12,332,433 54
Average rate per annum of interest on funded debt,	Seven per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry, ...	\$5,883,242 47	7,180,422 51
Bridges, .....	.
Superstructure, including iron,	2,614,817 71	3,612,435 92
Passenger & freight stations, buildings and fixtures, ...	271,323 89	377,458 46
Engine and car houses, ma- chine shops, machinery and fixtures,		
Land, land damages & fences,	557,096 60	742,492 44
Locomotives and fixtures, & snow plows,	402,322 85	567,312 64

	As per last report.	To present time.
Passenger and baggage cars,	98,011 97	108,458 21
Freight and other cars,....	287,238 13	489,718 98
Engineering and agencies,..	367,736 31	374,200 21
Total, including cost previous to the present organization,...	<u>\$16,430,868 33</u>	<u>\$20,323,581 03</u>

CHARACTERISTICS OF ROAD.

Length of road,.....	464
Length of road laid,.....	337
Length of double track, including sidings,....	
Length of branches owned by the company, laid,.....	19
Length of double track laid on same,.....	
Weight of rail per yard on main track,.....	56 & 60
Number of engine houses and shops,.....	12
engines,.....	65
Rated as 8 wheel cars. { passenger cars, 1st class, 38; do. 2d class and emigrant, 5,.....	43
{ baggage, mail & express cars, 17; freight do. 784,	801

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	404,156
Miles run by freight trains,.....	299,456
Rate of fare per mile charged to passengers, in respec- tive classes,.....	2 cents
Number of passengers (all classes) carried in cars,....	414,727
Number of miles travelled by passengers, or number of passengers carried one mile,.....	26,224,147
Number of tons, of 2,000 pounds, of freight carried in cars,.....	131,312
Total movement of freight, or number of tons carried one mile,.....	17,536,090
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Rate of speed of same, when in motion,	24
Average rate of speed adopted by express trains, inclu- ding stops,.....	24½

Rate of speed of same, when in motion,.....	28½
Average rate of speed adopted by freight trains, including stops,.....	9½
Rate of speed of same when in motion,.....	14
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	80
Average weight in tons of freight trains, exclusive of freight,	
The amount of freight in tons :	
The product of the forest,.....	23,878
do. do. of animals,.....	31,793
Vegetable food,.....	11,079
Other agricultural products,.....	1,054
Manufactures,	28,991
Merchandize,.....	18,730
Other articles,.....	15,787

EXPENSES OF MAINTAINING ROAD.

	Amount	ALLOTTED TO.	
		Pass. trans- portation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron, [see law,]	\$110,389 11		
Depreciation of way,			
Cost of iron used in repairs :			
Allotted to passenger transportation, length in feet, wt. in lbs; do. f'ght			
transportation, length in feet, wt. in lbs.,....			
Repairs of buildings and bridges,	11,676 76		
Repairs of fences and gates,.			
Taxes on real estate,.....	5,080 26		
Totals,	<u>\$127,146 13</u>		

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO.	
		Pass. trans- portation.	Freight transportation,
Repairs of engines and tenders,	\$ 25,909 84		
Depreciation of engines and tenders,			
Repairs of passenger and baggage cars,	12,078 81		
Depreciation of do. do.			
Repairs of freight cars,	9,202 72		
Depreciation of freight cars, .			
Repairs of tools and machinery in shops,	3,741 01		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	4,881 26		
Totals,	<u>\$ 55,813 64</u>		

EXPENSES OF OPERATING THE ROAD.

Office expenses, sta'yery, &c., \$	11,611 56
Agents and clerks,	39,546 71
Labor, loading and unloading freight,	45,615 88
Rent of Chemung Branch, ..	25,500 00
Wood and water station attendance,	2,444 56
Cond' ctrs, baggage and brakemen,	67,609 39
Enginemen and firemen,	40,936 14
Fuel, cost and labor preparing,	42,120 46
Oil and waste for engines and tenders ; do for freight cars; do for passenger and baggage cars,	32,121 98

	Amount.	ALLOTED TO.	
		Pass. trans- portation.	Freight transportation.
Loss and damage of goods and baggage ; damages for in- juries to persons ; damages to property, including da- mages by fire and cattle killed on road,.....	16,737 29		
General superintendence,....			
Contingencies,	11,208 92		
Totals,.....	<u>\$335,452 89</u>		

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

*1ST EARNINGS :

From passengers and mail, including \$1,529.63 for rents,	\$541,114 56
From freight,	522,835 71
Total earnings of Railroad,.....	<u>\$1,063,950 27</u>

†2D RECEIPTS :

From passengers and mail, including \$1,529.63 for rents,	\$541,114 56
From freight,.....	523,019 86
Total receipts of Railroad,	<u>\$1,064,134 42</u>

‡3D PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	\$518,412 66
For interest on bonds, &c., &c.,	421,751 34
For dividends, two payments of interest on stock, 1st January and 1st July,	339,855 37
To surplus fund,.....	
Total amount of surplus fund,	<u></u>

* Earnings in addition to the above—By ferry	
from passengers,	33,565 90
Earnings by ferry from freight,	41,859 29
Total earnings by ferry,	<u>\$75,425 19</u>

† Receipts in addition to the above—By ferry	
from passengers,	33,565 90
Receipts by ferry from freight,	41,859 29
Total receipts by ferry,	<u>\$75,425 19</u>

‡ Payments for Hudson River ferry, Steamboats,	
&c., &c.,	<u>\$105,535 40</u>

Return for the nine months ending Sept. 30th, 1850, of persons injured in life or limb, on the New-York and Erie Railroad, the cause of the injury and whether passengers or persons employed by the company.

Date, 1850.	Name of person.	At what place.	Nature of accident.	Extent of injur.	Remarks.
Jan'y 9.....	Edward Riley,†	Lackawaxen,.....	While coupling cars,.....	Both legs broken,.....	Died on his way to hospital, in car,
Feb'y 7.....	Frederick Dick,†	Near Middletown,...	Thrown from train,.....	Both legs broken,.....	Subsequently died.
April 28....	Dennis O'Conner,†	Ramapo,.....	On hand car, running without liberty,.....	Killed,.....	
" 28.....	Thomas Wall,†	do	On hand car, do do,.....	Badly injured,.....	Subsequently died.
May 15....	Andreas Markie,...	West of Port Jervis,	Run over by engine alone,.....	Leg broken, piece of foot amputated,.....	Was lying on track, one leg on rail. Was not seen in time to stop train.
" 31.....	Patrick McLears,†	Lanesboro',.....	Fell from engine & was run over,.....	Killed,.....	Injured on wood train.
July 3.....	A. J. Post,†	Piermont,.....	Breaking of iron bridge under cattle train,.....	Leg crushed,.....	Foot required amputation.
" 31.....	Drover Randall,||	Lackawaxen,.....	Breaking of iron bridge, do do,.....	Killed,.....	
" 31.....	Mr. Pico,†	do	do do do do,.....	do	
Aug. 9.....	Mr. Gurnee,†	Monsey,.....	Run over by gravel train,.....	do	
" 15.....	D. Austin,†	Ramapo,.....	Scalded by steam,.....	Died on the 21st,.....	Fell on track while attempting to jump on train while in motion.
" 22.....	Miles Carrigan,†	Lackawaxen,.....	Coupling freight cars,.....	Compound fracture of finger,.....	Engine thrown from track by a bull.
Sept. 24....	Thomas Johnson,†	Near Owego,.....	Train thrown off track by a cow,.....	Seriously hurt,.....	Recovered.
" 24....	Mrs. Kendrick,||	do do	do do do do	Killed,.....	Died on the following day.
" 24....	Mr. Ingraham,||	do do	do do do do	Spine injured,.....	Died instantly.
" 25....	Mr. ———||	do do	Walking on track,.....	Killed,.....	

†Employees.

||Passengers.

††Only this accident arose from the carelessness or negligence of an employee of the company, and he was discharged from their service.

CHARLES MINOT, Superintendent.

New-York, December 30th, 1850.

E. E.

CITY AND COUNTY OF NEW-YORK, ss:

Thomas J. Townsend, treasurer of the New-York and Erie Railroad Company, and Charles Minot, superintendent of operations, both of said city, being duly affirmed, say that all the matters stated in the foregoing report are true to the best of their knowledge and belief.

THOMAS J. TOWNSEND,
CHARLES MINOT.

Affirmed before me the }
23d of Dec. 1850. }

JOSEPH STRONG, *Commissioner of Deeds.*

(No. 13.)

NEW-YORK AND HARLEM RAILROAD.

Return of the New-York and Harlem Railroad Company, being for the year ending Sept. 30th, 1850. Filed 2d Jan. 1851.

Capital stock as by charter, old, \$3,500,000 ; preferred, \$1,500,000,	\$5,000,000 00
Amount of stock subscribed, old, 2,388,750 ; preferred, \$1,500,000,	3,888,750 00
Amount paid in as by last report,	
Total amount now paid in of capital stock, old, \$2,388,750 ; preferred, \$1,499,180.00,	3,887,930 00
Funded debt, as by last report,	
Total amount now, of funded debt,	365,593 48
Floating debt, as per last report,	
The amount now, of floating debt,	212,684 57
Total amount now, of funded and floating debt,	578,278 05
Average rate per annum of interest on funded debt, .	6 $\frac{5}{8}$ per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry, ...)		
Bridges,)		
Superstructure, including iron,)		
Passenger and freight stations, buildings and fixtures,)		\$1,220,362 74
Engine and car houses, machine shops, machinery and fixtures,)		
Land, land damages & fences,)		

	As per last report.	To present time.
Locomotives and fixtures, and snow plows, horses and fixtures,		132,410 80
Passenger and baggage cars,..		
Freight and other cars,.....		113,434 51
Engineering and agencies, included in foregoing,.....		
Total,.....		<u>\$4,666,208 05</u>

CHARACTERISTICS OF ROAD.

Length of road,.....	
Length of road laid,.....	80
Length of double track, including sidings,	18½
Length of branches owned by the company, laid in Canal street,.....	861 feet
Length of double track laid on same, do,	638
Weight of rail per yard on main track,.	58 pounds.
Number of engine houses and shops, .. engines,	8 17
Rated as 8 wheel cars. { passenger cars, 1st class, 33 ; do 2d class and emigrant, 7 ; baggage, mail and express cars, 8 ; freight cars, 85,	133

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	214,375
Miles run by freight trains,	82,711
Rate of fare per mile charged to passengers, in respective classes, about,	2 cents
Number of passengers (all classes) carried in cars, no correct record,.....	
Number of miles travelled by passengers, or number of passengers carried one mile, do,.....	
Number of tons, of 2,000 pounds, of freight carried in cars, estimated,	27,957

Total movement of freight, or number of tons carried one mile, no record,	
Average rate of speed adopted by ordinary passenger trains including stops, (miles per hour,)	25
Rate of speed of same, when in motion,	30
Average rate of speed adopted by express trains including stops, none,	
Rate of speed of same when in motion, do,	
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,	18
Average weight in tons of passenger trains, exclusive of passengers and baggage,	30
Average weight in tons of freight trains, exclusive of freight,	60
The amount of freight in tons :	
The product of the forest,	
do of animals,	
Vegetable food,	
Other agricultural products,	
Manufactures,	
Merchandise,	
Other articles,	

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass trans- portation.	Freight transportation
Repairs of road bed and railway, excepting cost of iron, (<i>see</i> <i>law</i> ,)	33,048 02	23,743 00	9,305 02
Depreciation of way, none.			
Cost of iron used in repairs, included above,			
Allotted to passenger trans- portation, length in feet, wt. in lbs.,			
Allotted to freight transpor- tation, length in feet, wt. in lbs.,			
[Senate, No. 12.]	6		

	ALLOTTED TO		
	Amount.	Pass. trans- portation.	Freight transportat'n.
Repairs of buildings, included above,			
Repairs of fences and gates, in- cluded above,			
Taxes on real estate,	5,230 96	4,093 67	1,137 29
Totals,	<u>38,278 98</u>	<u>27,836 67</u>	<u>10,442 31</u>

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	11,779 46	8,471 02	3,308 44
Depreciation of do			
Repairs of passenger and bag- gage cars, and freight cars, ..	7,032 79	4,965 00	2,067 79
Depreciation of do			
Repairs of freight cars, included above,			
Depreciation of do			
Repairs of tools and machinery in shops, included above, ...			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops & stables, ..	14,582 06	10,653 30	3,928 76
Totals,	<u>33,394 31</u>	<u>24,089 32</u>	<u>9,304 99</u>

EXPENSES OF OPERAT- ING THE ROAD.

Office expenses, stationery, &c.,	7,410 10	5,342 33	2,067 77
Agents and clerks,	1,731 14	1,318 02	413,12
Labor, loading and unloading } freight,			
Porter, watchmen and switch tenders,			
Wood and water station at- tendance,	90,136 36	64,716 23	25,420 13
Conductors, baggage and brakeman,			
Enginemen and firemen, }			

	ALLOTED TO		
	Amount.	Pass. trans- portation.	Freight transportat'n.
Fuel, cost and labor preparing, and food for horses, (29,468. 26,)	69,228 13	50,067 93	19,160 20
Oil and waste for engines and tenders,	4,783 08	3,542 68	1,240 40
Oil and waste for freight cars,			
Oil and waste for passenger and baggage cars,			
Loss and damage of goods & baggage,	1,215 09	901 89	313 20
Damages for injuries to per- sons,			
Damages to property, inclu- ding damages by fire and cattle killed on the road, .			
General superintendence, inclu- ded above,			
Contingencies,	541 84	357 17	184 67
Totals,	<u>175,045 74</u>	<u>126,246 25</u>	<u>48,799 49</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers,	324,368 18
From freight,	114,405 94
From other sources,	43,793 39

2d. RECEIPTS :

From passengers,	324,368 18
From freight,	112,067 45
From other sources,	41,193 38

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	246,719 03
For interest,	31,154 71
For dividends,	210,475 77
To surplus fund,	
Total amount of surplus fund,	49,663 02

The cost of the road and equipment are necessarily stated in the aggregate, as the construction accounts were originally kept in a general manner, and no means exist by which the particulars can be ascertained. No reports are made by which the number of passengers or the distance travelled on the lower part of the road can be stated, in a reliable manner, in reply to Nos. 43 and 44. The freight business is conducted to a certain extent by parties under special agreements for the use of cars, &c. The reports from the freighters do not enable the company to make replies to Nos. 46 and 55, in the manner required by the return.

THE NEW-YORK AND HARLEM RAILROAD CO.,

By ROBERT SCHUYLER,

President.

New-York, Dec. 31st, 1850.

City and County of New-York, ss :

Robert Schuyler, president of the New-York and Harlem Railroad Company, being duly sworn, saith that the foregoing return is correct and true to the best of his knowledge, information and belief.

ROBERT SCHUYLER.

Sworn before me the }
1st day of January, 1851. }

CHARLES W. SANFORD,

Commissioner of deeds, New-York.

(No. 14.)

NEW-YORK AND NEW HAVEN RAILROAD.

Return of the New-York and New Haven Railroad, being for the year ending September 30th, 1850. Filed 2d January, 1851.

Capital stock as by charter,	\$3,000,000 00
Amount of stock subscribed,	2,500,000 00
Amount paid in as by last report,	
Total amount now paid in of capital stock,	2,499,250 00
Funded debt as by last report, railroad \$654,591.46,	
Total amount now of funded debt, preferred stock of New-York and Harlem Railroad Co., \$160,000.00,	
Floating debt as per last report, other property, \$66,- 408.54,	881,000 00
The am't now of floating debt, for property on hand,	37,487 14
Total amount now of funded and floating debt,	918,487 14
Average rate per annum of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,		
Bridges,		
Superstructure, including iron,		
Passenger and freight stations, buildings and fixtures,		
Engine and car houses, machine- ry and fixtures,		
Land, land damages and fences,)		
		\$2,731,488 24

	As per last report.	To present time.
Locomotives and fixtures, and snow plows,		149,879 56
Passengers and baggage cars,..		102,962 34
Freight and other cars,.....		36,745 00
Engineering and agencies,.....		48,971 59
Equipment of the New Haven & Northampton (canal) R. R.,	\$83,794 73	
Property,	263,895 68	
		<u>347,690 41</u>
Total,.....		<u>\$3,417,737 14</u>

CHARACTERISTICS OF ROAD.

Length of road,	61	
Length of road laid,	all	
Length of double track, including sidings,	11½	
Length of branches owned by the company, laid,		
Length of double track laid on same,		
Weight of rail per yard on main track,	64	
Number of engine houses and shops,	5	
engines,	18	
Rated as 8 wheel cars. }	passenger cars, 1st class 40, do 2d class and	
	emigrant,	
	baggage, mail & express cars, 12, fr't cars, 75,	127

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	202,797
Miles run by freight trains,	25,688
Rate of fare per mile charged to passengers, in respec- tive classes,	2 cts.
Number of passengers (all classes) carried in cars,.....	652,122
Number of miles travelled by passengers, or number of passengers carried one mile,.....	20,867,904
Number of tons (of 2,000 pounds) of fr't carried in cars,	15,473½
Total movement of freight, or number of tons carried one mile,	625,000
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	24
Rate of speed of same when in motion,	25

Average rate of speed adopted by express trains, including stops,	30
Rate of speed of same when in motion,	35
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same when in motion,	20
Average weight in tons of passenger trains, exclusive of passengers and baggage,	45
Average weight in tons of freight trains, exclusive of freight,	100
The amount of freight in tons:	
The product of the forest,	1,769
do of animals,	829
Vegetable food,	212
Other agricultural products,	1,819
Manufactures,	3,890
Merchandize,	4,110
Other articles,	2,844

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO		
	Amount.	Pass. transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron, (see law,)	\$17,567 00	\$16,103 00	\$1,464 00
Depreciation of way,			
Cost of iron used in repairs :			
Allotted to passenger transportation, length in feet, wt. in lbs.	1,487 16	1,363 23	123 93
Allotted to freight transportation, length in feet, wt. in lbs.,			
Repairs of buildings,	159 84	146 52	13 32
Repairs of fences and gates, ..			
Taxes on real estate,	7,298 74	6,690 51	608 23
Totals,	<u>\$26,512 74</u>	<u>\$24,303 26</u>	<u>\$2,009 48</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and tenders,	\$24,600 00	\$22,550 00	2,050 00
Depreciation of engines and tenders,			
Repairs of passenger and baggage cars,	12,375 00	11,344 00	1,031 00
Depreciation of passenger and baggage cars,			
Repairs of freight cars,	4,000 00	3,667 00	333 00
Depreciation of freight cars, ..			
Repairs of tools and machinery in shops,	1,750 00	1,604 00	146 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	5,000 00	4,583 00	417 00
Totals,	<u>\$47,725 00</u>	<u>\$43,748 00</u>	<u>\$3,977 00</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	2,831 31	2,595 37	235 94
Agents and clerks,	15,028 42	13,776 05	1,252 37
Labor, loading and unloading freight,	5,550 50	5,087 96	462 54
Porter, watchmen and switch tenders,	3,532 65	3,238 26	294 39
Wood and water station attendance,			
Conductors, baggage and brakeman,	13,204 56	12,104 18	1,100 38
Enginemen and firemen, ...	10,234 39	9,381 51	852 87
Fuel, cost and labor preparing,	45,392 00	41,609 00	3,783 00

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Oil and waste for engines and tenders,.....	9,495 00	8,704 00	791 00
Oil and waste for freight cars, do do passenger and			
baggage cars,.....			
Loss and damage of goods and baggage,.....	689 55	632 09	57 46
Damage for injuries to per- sons,	1,583 00	1,451 00	132 00
Damages to property, includ- ing damages by fire and cattle killed on road,....	145 00	133 00	12 00
General superintendence, included above,			
Contingencies,	55,962 26	51,298 74	4,663 52
Totals,.....	<u>\$163,648 64</u>	<u>\$150,011 17</u>	<u>\$13,637 47</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers,.....	\$402,358 17
From freight,.....	26,818 91
From other sources,.....	32,612 23

2d. RECEIPTS:

From passengers,.....	402,358 17
From freight,.....	26,818 91
From other sources, dividends, &c.,.....	45,412 23

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....	237,886 38
For interest,.....	51,555 00
For dividends,	174,930 00
To surplus fund,.....	10,217 93
Total amount of surplus fund,.....	13,297 71

The New-York and New-Haven Railroad commences at the Hartford and New-Haven Railroad, on the eastern border of the city of New-Haven, and passes thence directly through the centre of that

city, and beneath its streets, and through all the towns and villages on the northern shore of Long Island Sound, to the junction with the New-York and Harlem Railroad, at a point about 15 miles from the City Hall, New-York. From this point the trains are run upon the main tracks of the Harlem Railroad, (under an agreement between the companies, on file in the office of the Secretary of State of New-York,) to the corner of Centre and Canal-streets, in the city of New-York; and from thence upon the branch tracks of that company in Canal-street into the passenger and freight stations, near Broadway.

The railroad having been built under one general contract, the cost of the road and equipment cannot be stated in the precise manner indicated by the return.

The bonds of the company, forming the funded debt, have all been issued for pre-existing indebtedness to residents of the city of New-York, for advances on account of construction and for the purchase of property.

The property of the company, not included in the cost of the road and equipment, consists of Harlem preferred stock, (\$160,000,) and of the equipment used in operating the Canal Railroad, (\$83,794.73,) together with real estate in the cities of New-York and New-Haven. The present value of the property is estimated to exceed the cost.

Office of the New-York and New-Haven
Railroad Company, New-York, Dec. 31st, 1850. }

The New-York and New-Haven Railroad Company, by
ROBERT SCHUYLER, *President.*

CITY AND COUNTY OF NEW-YORK, ss :

Robert Schuyler, President of the New-York and New-Haven Railroad Company, being duly sworn, saith, that the foregoing return is correct and true to the best of his knowledge, information and belief.

ROBERT SCHUYLER.

Sworn before me, this }
1st Jan., 1851. }

CHARLES W. SANFORD,
Commissioner of Deeds, New-York.

(No. 15.)

NORTHERN RAILROAD.

Report of the Northern Railroad. Filed Dec. 18th, 1850.

OFFICE OF NORTHERN RAILROAD, }
Malone, Dec. 10th, 1850. }

To the Hon. H. C. SEYMOUR,

State Engineer and Surveyor.

DEAR SIR:—A severe attack of fever, confining me to the bed and house for more than two weeks past, must be my excuse for not having forwarded to you the “annual return” of the Northern Railroad, on the 1st of this month.

The information forwarded in this return must necessarily be meagre and unsatisfactory, so far as it relates to the “working of the road,” from the fact that but 44 miles of the road was put in operation from the 1st June, to the 1st of October, 1850. The receipts, however, were larger than was anticipated, as this portion of the road passes for more than half the distance through the Chateaugay woods.

From June 1st, to within a few days of the end of the fiscal year, but one passenger and one freight train were run. The freight train being principally engaged in transporting material for the construction of the road.

A regular account was kept of all freight carried for the company, against which you will perceive a charge of $9,606\frac{58}{100}$ dollars, which was the actual cost for its transportation. The cost of transporting the company's property is included in the running expenses in the “return.” The large sums expended for the “equipment” of

the road and for engine houses, machine shops and fixtures, must strike you as disproportionably large, when compared with the small business done in the transportation of passengers and freight. In order to explain this, I will state, that for nearly the whole time from April 1st to Sept. 30th, five locomotives with their trains, were engaged in ballasting, hauling materials for superstructure, docks and buildings, and in widening excavations and embankments which were made of only sufficient width to allow the passage of the superstructure. The enclosed statement will show you the number of miles run, and the expenses charged against the ballast or gravel trains.

Three locomotives, and the greater part of the freight cars were placed upon the road, but a few days previous to the closing of the fiscal year.

A large item in the repairs of engines is chargeable to *defective tires*. These have been a great source of delay, damage and expense to the Northern railroad. At least \$500 in the repairs charged against engines and tenders, is attributable to defective tires, and the rapid wearing of the flanges from locomotives, being sent from the manufacturers *out of line*.

The repair of passenger cars is chargeable to the only accident we have met with on the road. On the day of opening from Rouse's Point to Chateaugay, a cow jumped between the tender and cars from between two piles of wood, and upset the train which was fortunately proceeding very slowly. Although the cars were filled with passengers, no one was injured in the slightest degree.

There have been several temporary engine house erected along the line of the road for the locomotives engaged in ballasting, which are chargeable to construction. These I have not noted in the return.

To make an estimate for "depreciation" at this early period of working the road, would be to guess at that which should be arrived at with certainty. I have therefore omitted filling up this item in the return.

All the other items are filled.

You will do me a favor by informing me if the returns of the Northern Railroad have been made out according to your wishes and if in any point you may desire an alteration made, it will afford me pleasure to make it, as it is my earnest desire to aid you in perfecting a system by which the public may be made acquainted with the exact situation of the finances, traffic, and working of every railway in the State of New York.

Very respectfully and truly yours,

CHARLES L. SCHLATTER,

Engineer and Superintendent.

NORTHERN RAILROAD.

Expenses of maintaining road, repairs of machinery, and of operating the road, chargeable to graduation and masonry, being the amount apportioned to gravel trains, Sept. 30th, 1850.

Repairs of roadbed and railway,.....	\$2,682 50
Repairs of engines and tenders,.....	2,659 50
Repairs of gravel cars,.....	685 64
Repairs of tools and machinery in shops,.....	128 02
Incidental expenses, oil, fuel, clerks &c.,.....	476 30
Office expenses, stationery,.....	26 78
Agents and clerks,.....	120 00
Porters, watchmen and switchtenders,.....	580 04
Wood and water station attendance,.....	281 10
Brakemen and car oilers,.....	962 10
Engineers and firemen,.....	1,331 10
Fuel, cost and labor preparing,.....	1,591 50
Oil and waste for engines and tenders,.....	373 99
Oil and waste for gravel cars,.....	521 48
Damage to property, cattle killed,.....	25 00
Contingencies,	38 04
	<hr/>
	\$12,483 09
	<hr/>

Miles run by gravel trains,..... 26,825

Cars hauled 1 mile,..... 581,371

CHARLES L. SCHLATTER,

Supt. Northern Railroad.

To H. C. SEYMOUR, Esq.,

Chief Engineer, State of New York.

Capital Stock as by charter,.....	\$2,000,000 00
Amount of stock subscribed,	2,000,000 00
Amount paid in, as by last report,.....	1,329,517 59
Total amount now paid in of capital stock,.....	1,334,612 91
Funded debt, as by last report,	388,100 00
Total amount now. of funded debt,.....	1,081,232 50
Floating debt, as per last report,	313,957 03
The amount now of floating debt,.....	546,650 04
Total amount now, of funded and floating debt,.....	1,627,882 54
Average rate per annum of interest on funded debt,..	7 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,...		\$1,303,470 99
Bridges,.....		70,073 92
Superstructure,including iron,		842,959 76
Passengers and freight sta-		
tions, building and fixtures,		65,475 58
Engine and car houses, ma-		
chine shops,machinery and		
fixtures,		19,826 00
Land, land damages and		
fences,.....		110,547 65
Locomotives and fixtures,		
and snow plows,.....		78,195 84
Passenger and baggage cars,		17,200 00
Freight and other cars,....		115,484 94
Interest on debts and to stock-		
holders, discount on bonds		
sold, &c,.....		129,643 36
Engineering and agencies,		111,445 00
Wharfing and docks,.....		57,635 66
Miscellaneous expenses, in-		
cluding taxes,		57,978 61
Total,	1,863,291 34	2,979,937 31

CHARACTERISTICS OF ROAD.

Length of road,.....	118 miles
Length of road laid,.....	118 do
Length of double track, including sidings, and gravel track,	5 do
Length of branches owned by the company, laid,	1 do
Length of double track laid on same,.....	$\frac{1}{2}$ do
Weight of rail per yard on main track,	58 to 61 lbs.
Number of engine houses and shops, houses 4, shops 2,.....	6 do
Number of engines, 4 2d class, 6 1st class,.....	10
Rated as 8 wheel cars. {	{ passenger cars, 1st class 6 ; do 2d class and emigrant 2 ; baggage, mail and express cars, 2 ; freight cars 140 ; gravel cars (4 wheels) 178 ; band cars 16 ; iron cars 9 ; (4 wheels.) }

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	10,332
Miles run by freight trains,	17,341
Miles run by gravel trains,	26,825
Rate of fare per mile charged to passengers, in respective classes, 1st class,	3
Rate of fare reduced to 3c. pr. mile.	
Number of passengers (all classes) carried in cars (paying).	5,922
Number of miles travelled by passengers, or number of pas- sengers carried one mile,.....	200,730
Number of tons, of 2,000 pounds, of freight carried in cars, individuals,	12,074
Company,	10,600
Total movement of freight, or number of tons carried one mile, Individuals,.....	196,098
Company,	299,780
Average rate of speed adopted by ordinary passenger trains, including stops, (miles p. hour,).....	22
Rate of speed of same, when in motion,.....	$23\frac{1}{2}$
Average rate of speed adopted by express trains, includ- ing stops,	22
Rate of speed of same, when in motion,.....	$23\frac{1}{2}$

Average rate of speed adopted by freight trains, including stops,	9 $\frac{3}{4}$
Rate of speed of same, when in motion,	13
Average weight in tons of passenger trains, exclusive of passengers and baggage,	12
Average weight in tons of freight trains, exclusive of freight,	48
The amount of freight in tons : for individuals:	
The product of the forest,	10,727
do do of animals,	189
Vegetable food,	133
Other agricultural products,	13
Manufactures,	109
Merchandize,	703
Other articles,	200

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation.
Repairs of road bed and railway, excepting cost of iron, [see law.]	\$2,281 78	\$867 89	1,413 89
Depreciation of way			
Cost of iron used in repairs :			
Allotted to passenger transportation, length in feet, wt. in lbs.,			
Allotted to freight transportation, length in ft., wt. in lbs.,...			
Repairs of buildings	37 19	15 50	21 69
Repairs of fences and gates,	28 62	10 40	18 22
Taxes on real estate, (included in cost of construction)			
Totals,	<u>\$2,347 59</u>	<u>\$893 79</u>	<u>\$1,453 80</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation.
Repairs of engines and tenders.....	\$2,357 91	\$750 54	\$1,607 37
Depreciation of engines and tenders			
Repairs of passenger and baggage cars.....	199 88	199 88	
Depreciation of passenger & baggage cars.....			
Repairs of freight cars,...	129 24		129 24
Depreciation of do ...			
Repairs of tools & machinery in shops.....	108 82	34 92	73 90
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	385 51	126 06	259 45
Totals.....	<u>\$3,181 36</u>	<u>\$1,111 40</u>	<u>\$2,069 96</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	75 56	13 33	62 23
Agents and clerks,.....	1,034 61	93 25	941 36
Labor, loading and unloading freight,	500 14		500 14
Porter, watchmen and switch tenders.....	554 61	181 76	372 85
Wood and water station attendance.....	176 08	46 15	129 93
Conductors, baggage and brakemen.....	2,070 85	375 16	1,695 69
Enginemen and firemen...	999 57	363 49	636 08
Fuel, cost and labor preparing.....	685 88	256 50	429 38
[Senate, No. 12.]	7		

	ALLOTTED TO		
	Pass. trans- portation.	Freight transportation.	
Oil and waste for engines and tenders.....	305 51	103 13	202 38
Oil and waste for freight cars.....	204 00		204 00
Oil and waste for pass. & baggage cars.....	45 93	45 93	
Loss and damage of goods and baggage.....	13 82		13 82
Damages for injuries to per- sons.....			
Damages to property, inclu- ding damages by fire and cattle killed on the road,	20 00	20 00	
General superintendence, included in cost of con- struction.....			
Contingencies.....	102 15	53 27	48 88
Totals.....	<u>\$6,788 71</u>	<u>\$1,551 97</u>	<u>\$5,236 74</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers.....	\$6,623 19
From freight, { individuals \$11,187 69 } ..	20,794 27
{ company 9,606 58 } ..	
From other sources, { storage \$25,23 } ..	347 69
{ rents 322 46 } ..	

2d. RECEIPTS:

From passengers.....	6,623 19
From freight.....	9,905 82
From other sources.....	347 69

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses.....	12,317 66
For interest, included in cost of construction..	
For dividends.....	none.
To surplus fund.....	"
Total amount of surplus fund.....	"

Commonwealth of Mass. } I, William T. Eustis, Treasurer of
Suffolk, } ss. the Northern Railroad of New-York,
do depose and swear, that the foregoing report is true to the best of
my knowledge and belief. WM. T. EUSTIS, *Treas'r.*

*Commonwealth of Mass. } ss. I, Joseph H. Buckingham, residing at
Suffolk, } Boston, in the County of Suffolk, in the
State of Massachusetts, do certify that on the sixteenth day of De-
cember, in the year one thousand eight hundred and fifty, before me,
a Commissioner for the State of New-York, the above named William
T. Eustis subscribed the foregoing affidavit in my presence, at Boston
in the county of Suffolk aforesaid, in the state of Massachusetts, and
did depose and swear that the matter therein set forth was true. In
witness whereof I have hereunto set my hand and affixed my official
seal, this sixteenth day of December, in the year one thousand eight
hundred and fifty, at Boston in the county and state aforesaid.*

J. H. BUCKINGHAM, [L. S.]

Commissioner for the State of New-York.

STATE OF NEW-YORK, }
Franklin County, } ss.

Charles L. Schlatter, Superintendent of the Northern Railroad, being duly sworn, deposes and says, that the foregoing report is true to the best of his knowledge and belief.

CHARLES L. SCHLATTER, *Supt.*

Sworn before me this 11th }
day of Dec. 1850. }

F. P. ALLEN, Justice of the Peace.

(No. 16.)

OSWEGO AND SYRACUSE RAILROAD.

Return of the Oswego and Syracuse Railroad Company for the year ending September 30th, 1850. Filed Nov. 30, 1850.

Capital stock as by charter,	\$350,000 00
Amount of stock subscribed,.....	350,000 00
Amount paid in, as by last report,.....	350,000 00
Total amount now paid in of capital stock,.....	350,000 00
Funded debt, as by last report,.....	182,000 00
Total amount now, of funded debt,.....	200,000 00
Floating debt, as per last report,.....	22,906 07
The amount now, of floating debt,.....	10,463 47
Total amount now, of funded and floating debt,	210,463 47
Average rate per annum of interest on funded debt,.	7 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,	172,069 16	182,605 70
Bridges,	9,179 12	9,885 41
Superstructure, including iron, ..	243,797 22	248,227 34
Passenger and freight stations, buildings and fixtures,.....	4,578 73	4,578 73
Engine and car houses, ma- chine shops, machinery and fixtures,	3,640 00	4,961 36
Land, land damages and fences,	50,052 23	52,879 29
Locomotives and fixtures, and snow plows,.....	18,000 00	20,869 27
Passenger and baggage cars,...	10,596 50	10,609 00
Freight and other cars,.....	18,971 88	19,690 00
Engineering and agencies,	17,468 11	17,468 11
Total,.....	<u>\$548,352 95</u>	<u>\$571,774 21</u>

CHARACTERISTICS OF ROAD.

Length of road,.....	35 miles
Length of road laid,.....	35
Length of double track, including sidings,	1½
Length of branches owned by the company, laid,	1½
Length of double track laid on same,.....	
Weight of rail per yard on main track,.....	57 lbs.
Number of engine houses and shops,	1
engines,	4
Rated as 8 { passenger cars, 1st class, 5 ; do 2d wheel cars. { class and emigrant; baggage, mail } { and express cars, 2 ; freight cars, 28. }	35

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	58,480
Miles run by freight trains,.....	16,000
Rate of fare per mile charged to passengers, in respective classes,	3c. 1½c.
Number of passengers (all classes) carried in cars,.....	77,162
Number of miles travelled by passengers, or number of passengers carried one mile,	1,937,085
Number of tons, of 2,000 pounds, of freight carried in cars,	7,949
Total movement of freight, or number of tons carried one mile,	267,089
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Rate of speed of same, when in motion,	23
Average rate of speed adopted by express trains, includ- ing stops,	22
Rate of speed of same, when in motion,.....	24
Average rate of speed adopted by freight trains, includ- ing stops,	12
Rate of speed of same, when in motion,.....	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	50

Average weight in tons of freight trains, exclusive of freight, 82

The amount of freight in tons:

The product of the forest,.....	624
of animals,	577
Vegetable food,	3,717
Other agricultural products,	117
Manufactures,.....	462
Merchandise,	1,445
Other articles,	1,007

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO		
	Amount.	Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and rail- way, excepting cost of iron, [see law],.....	\$9,741 55	\$8,117 96	\$1,623 59
Depreciation of way,.....			
Cost of iron used in repairs:			
Allotted to passenger trans- portation, length in feet, wt. in lbs., ...			
Allotted to freight transpor- tation, length in feet, wt. in lbs.,			
Repairs of buildings,.....			
Repairs of fences and gates,.			
Taxes on real estate,.....	5,184 08	4,320 07	864 01
Totals,	<u>\$14,925 63</u>	<u>\$12,438 03</u>	<u>\$2,487 60</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and tenders,	\$1,440 47	\$1,200 39	\$240 08
Depreciation of engines and tenders,			
Repairs of passenger cars ...	452 09	376 75	75 34
Depreciation of passenger cars,			
Repairs of freight and baggage cars,	990 05	825 04	165 01
Depreciation of freight and baggage cars,			
Repairs of tools and machinery in shops,	136 58	113 82	22 76
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, ...			
• Totals,	<u>\$3,019 19</u>	<u>\$2,516 00</u>	<u>\$503 19</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	\$560 00	\$466 67	93 33
Agents and clerks,	1,047 00	872 50	174 50
Labor, loading and unloading freight,	1,991 81	1,659 85	331 96
Porters, watchmen and switch tenders,			
Wood and water station attendance,			
Conductors, baggage and brakemen,	1,540 00	1,283 34	256 66
Enginemen and firemen, ...	3,429 67	2,858 06	571 61

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Fuel, cost and labor prepar- ing,.....	4,741 07	3,950 89	790 18
Oil and waste for engines and tenders,	2,008 60	1,673 84	334 76
Oil and waste for freight cars,			
Oil and waste for passen- ger and baggage cars, ..			
Loss and damage of goods and baggage,			
Damages for injuries to per- sons,			
Damages to property, includ- ing damages by fire and cattle killed on road,....	283 50	236 25	47 25
General superintendence,..	966 62	805 52	161 10
Contingencies,	4,429 83	3,846 29	583 54
Totals,	<u>\$20,998 10</u>	<u>\$17,653 21</u>	<u>\$3,314 89</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS:

From passengers,.....	\$57,118 33
From freight,	9,061 32
From other sources,.....	12,191 96

2d. RECEIPTS :

From passengers,.....	\$57,118 33
From freight,	9,061 32
From other sources,	11,903 20

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....	\$38,942 92
For interest, on bonds,.....	14,000 00
For dividends,.....	14,000 00

To surplus fund,.....

Total amount of surplus fund,.....

No person injured in life or limb during the year.

STATE OF NEW-YORK, }
Onondaga county, } ss.

Holmes Hutchinson, president, and Addison G. Williams, acting superintendent of the Oswego and Syracuse Railroad Company, being duly sworn, do, severally depose and say, that the foregoing report or statement is true to the best of their knowledge and belief.

HOLMES HUTCHINSON, *President.*

ADDISON G. WILLIAMS, *Superintendent.*

Sworn before me the 21st }
of Nov., 1850. }

A. H. HANEY, *Mayor of Syracuse.*

(No. 17.)

RENSSELAER AND SARATOGA RAILROAD.

Return of the Rensselaer and Saratoga Railroad, being for the year ending September 30th, 1850. Filed Dec. 26, 1850.

Capital stock as by charter,	\$300,000 00
Amount of stock subscribed,.....	300,000 00
Amount paid in, as by last report,.....	300,000 00
Total amount now paid in of capital stock,.....	300,000 00
Funded debt, as by last report,.....	185,500 00
Total amount now, of funded debt,	185,500 00
Floating debt, as per last report,.....	
The amount now, of floating debt,.....	4,379 00
Total amount now, of funded and floating debt,....	189,879 00
Average rate per annum of interest on funded debt,	7 per ct.

COST OF ROAD AND EQUIPMENT.

As per last report. To present time.

For graduation and masonry,.....	
Bridges,	
Superstructure, including iron,..	
Passenger and freight stations,	
buildings and fixtures,.....	
Engine and car houses, machine	
shops, machinery and fixtures,	
Land, land damages and fences,	
Locomotives and fixtures, and	
snow plows,.....	
Passenger and baggage cars,..	

Freight and other cars,
 Engineering and agencies,

Total,.....	<u>\$674,798 97</u>	<u>\$687,324 47</u>
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CHARACTERISTICS OF ROAD.

Length of road,.....	25,177 miles
Length of road laid,.....	do do
Length of double track, including sidings,	4,728 feet.
Length of branches owned by the company, laid,	
Length of double track laid on same,	
Weight of rail per yard on main track,.....	58 lbs.
Number of engine houses and shops,.....	2
engines,.....	4
Rated as 8 { passenger cars, 1st class, 8; do 2d	
wheel cars. { class and emigrant, 2; baggage,	
{ mail, & express cars, 3; freight	
{ cars, 21,.....	

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains, {	In same train,.....	45,413
Miles run by freight trains, }		
Rate of fare per mile charged to passengers, in respective		
classes,.....		2,14 cts.
Number of passengers (all classes) carried in cars,		110,580
Number of miles travelled by passengers, or number of		
passengers carried one mile,.....		2,868,508
Number of tons, of 2,000 pounds, of freight carried in		
cars,		10,610
Total movement of freight, or number of tons carried		
one mile,.....		319,469
Average rate of speed adopted by ordinary passenger		
trains, including stops, (miles per hour,).....		25
Rate of speed of same, when in motion,		30
Average rate of speed adopted by express trains, includ-		
ing stops,.....		25
Rate of speed of same, when in motion,.....		30
Average rate of speed adopted by freight trains, includ-		
ing stops,		15

Rate of speed of same, when in motion,	20
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	110
Average weight in tons of freight trains, exclusive of freight,	
The amount of freight in tons:	
The product of the forest,.....	990
do of animals,.....	1,249
Vegetable food,.....	667
Other agricultural products,	302
Manufactures,	1,734
Merchandise,	3,389
Other articles,	2,279

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portat'n.	Freight transportat'n
Repairs of road-bed and rail- way, excepting cost of iron, (see law), including bridges, \$9,430 19			
Depreciation of way,.....			
Cost of iron used in repairs:			
Allotted to passenger trans- portation, length in feet, wt. in lbs.,.....			
Allotted to freight trans- portation, length in feet, wt. in lbs.,.....			
Repairs, of buildings,	781 50		
Repairs of fences and gates,..	62 13		
Taxes on real estate,	572 33		
Total,.....	<u>\$10,846 15</u>		

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTED TO	
		Pass. trans- portation.	Freight transporta'n.
Repairs of engines and tenders,.....	}		
Depreciation of do do,.....			
Repairs of passenger and baggage cars,.....			
Depreciation of do do,.....			
Repairs of freight cars,.....			
Depreciation of do,			
Repairs of tools and machinery in shops,			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....			
Total,.....	\$13,065 43		

EXPENSES OF OPERATING THE ROAD.

Office expenses, station'y, &c.,	\$1,448 92
Agents and clerks,.....	3,045 71
Labor, loading and unloading freight,	3,234 43
Porter, watchmen and switch tenders,	1
Wood and water station attendance,.....	
Conductors, baggage & brakemen,	1,322 75
Enginemen and firemen,.....	2,053 33
Fuel, cost and labor repairing,	5,558 87

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transporta'n.
Oil and waste for engines and tenders,	1,116 88		
Oil and waste for freight cars,			
Oil and waste for passenger and baggage cars,			
Loss and damage of goods and baggage,	3,087 57		
Damages for injuries to per- sons,			
Damages to property, includ- ing damages by fire and cat- tle killed on road,			
Contingencies,	1,059 01		
General superintendence,	1,650 00		
Totals,	<u>\$23,777 04</u>		

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS :

From passengers,	} nearly same as below.
From freight,	
From other sources,	

2D. RECEIPTS :

From passengers,	\$84,463 58
From freight,	16,547 66
From other sources,	11,715 53

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	47,688 62
For interest,	6,535 75
For dividends,	9,000 00
To surplus fund,	6,000 00
Total amount of surplus fund,	
S. & S. Railroad Company, for use of track,	14,230 59
Addition to property, construction,	6,252 30
Bridge,	488 96
New cars,	6,273 20
Horse power,	2,976 90

No persons injured.

Edmund Schriver, treasurer, and L. R. Sargent, superintendent of the Rensselaer and Saratoga Railroad Company, being severally duly sworn, each for himself doth depose and say, that the preceding statement is correct and true according to the best of their knowledge and belief.

ED. SCHRIVER,
L. R. SARGENT.

Sworn this 25th day of Decem- }
ber, 1860, before me. }

CHARLES R. RICHARDS,
Commissioner of Deeds, Troy.

(No. 18.)

ROCHESTER AND SYRACUSE RAILROAD.

First Return of the Rochester and Syracuse Railroad, for two months ending 30th September, 1850. Filed Dec. 19th, 1850.

Capital stock as by charter, and articles of association	\$4,200,000 00
Amount of stock subscribed,	3,364,979 75
Amount paid in, as by last report,	none.
Total amount now paid in of capital stock,	3,364,979 75
Funded debt, as by last report,	none.
Total amount now, of funded debt,	916,000 00
Floating debt, as per last report,	none.
The amount now, of floating debt,	none.
Total amount now, of funded and floating debt,	916,000 00
Average rate per annum of interest on funded debt, ..	6 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,		\$1,208,317 53
Bridges,		121,652 15
Superstructure, including iron, ..		1,699,170 25
Passenger and freight stations, buildings and fixtures,		84,219 17
Engine and car houses, machine shops, machinery and fixtures, ..		158,734 17
Land, land damages and fences, ..		386,480 61
Locomotives and fixtures, and snow plows,		275,996 89

[Senate, No. 12.]

Passenger and baggage cars,...	46,453	82
Freight and other cars,.....	94,337	30
Engineering and agencies,.....	124,638	11
Total,.....	\$4,200,000	00

Length of road,	104 miles.
Length of road laid,	104
Length of double track, including sidings,.....	113½
Length of branches owned by the company, laid,....	9½
Length of double track laid on same,.....	none.
Weight of rail per yard on main track,.....	65½ lbs.
Number of engine houses, 3, and shops, 4,	7
engines,.....	25
Rated as 8 wheel cars. { passenger cars, 1st class, 34; do 2d class and emigrant, baggage, mail and express cars, 0; freight cars, 136;	170

Miles run by passenger trains,.....	55,952
Miles run by freight trains,.....	15,400
Rate of fare per mile charged to passengers, in respec- tive classes,	3½c, 2c, 1½c.
Number of passengers (all classes) carried in cars,...	93,561½
Number of miles travelled by passengers, or number of passengers carried one mile,	5,964,535
Number of tons, of 2,000 pounds, of freight carried in cars,	9,604
Total movement of freight, or number of tons carried one mile,	838,530
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15½
Rate of speed of same, when in motion,	21
Average rate of speed adopted by express trains, in- cluding stops,	27

Rate of speed of same, when in motion,	33 $\frac{1}{2}$
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same, when in motion,	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,	72 $\frac{1}{8}$
Average weight in tons of freight trains, exclusive of freight,	103 $\frac{1}{4}$

The amount of freight in tons:

The product of the forest,	
do do of animals,	
Vegetable food,	
Other agricultural products,	
Manufactures,	
Merchandize,	
Other articles,	

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron, [see law],	\$12,393 60	\$9,718 67	\$2,674 93
Depreciat'n of way, \$15,173.52.			
Cost of iron used in repairs:	1,006 39	789 17	217 22
Allotted to passenger transportation, length of feet, 2,070; wt. in lbs., 44,194			
Allotted to freight transportation, length in feet, 570; wt. in lbs., 12,164.			
Repairs of buildings,	1,700 23	1,333 25	366 98
Repairs of fences and gates, ..	606 40	475 52	130 88
Taxes on real estate,	541 06	424 28	116 78
Totals,	<u>\$16,247 68</u>	<u>\$12,740 89</u>	<u>\$3,506 79</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and tenders,	\$6,840 73	\$5,863 17	\$1,477 56
Depreciation of engines and tenders, .....\$5,000			
Repairs of passenger and baggage cars,	9,749 15	9,749 15	
Depreciation of passenger and baggage cars, .....\$1,700			
Repairs of freight cars,	2,967 33		2,967 33
Depreciation of cars, ...\$816			
Repairs of tools and machinery in shops,	316 75	230 39	86 36
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	628 38	492 76	135 62
Totals,	<u>\$20,500 34</u>	<u>\$15,833 47</u>	<u>\$4,666 87</u>

EXPENSES OF OPERATING THE ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Office expenses, stationery, &c.	\$1,197 38	\$938 85	\$258 53
Agents and clerks,	4,131 20	3,648 89	482 31
Labor, loading and unloading freight,	820 00		820 00
Porter, watchmen and switch tenders,	1,489 96	1,168 38	321 58
Wood and water station attendance,	494 00	387 35	106 65
Conductors, baggage and brakemen,	2,472 43	1,912 43	560 00
Enginemen and firemen,	3,818 70	2,983 24	835 46
Fuel, cost and labor preparing,	6,656 65	5,219 90	1,436 75
Oil and waste for engines and tenders,	1,028 26	806 33	221 93

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Oil and waste for freight cars,	261 97		261 97
do do for passenger and baggage cars,	322 38	322 38	
Loss and damage of goods and baggage,	135 73	135 73	
Damages for injuries to persons, Damages to property, including damages by fire and cattle killed on road,	584 84	458 62	126 22
General superintendence,	333 32	261 41	71 91
Contingencies,	381 74	299 35	82 39
Totals,	<u>\$24,128 56</u>	<u>\$18,542 86</u>	<u>\$5,585 70</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS:

From passengers,	\$176,991 47
From freight,	24,444 74
From other sources,	none.

2D. RECEIPTS:

From passengers,	\$176,991 47
From freight,	none.
From other sources,	none.

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION:

For transportation expenses,	\$60,876 58
For interest,	none.
For dividends,	none.
To surplus fund,	none.
Total amount of surplus fund,	none.

The number of persons injured in life or limb, &c.:

On the 16th of August, 1850, a man, name unknown, was discovered lying beside the track about a mile west of Brockway's Road, dead and cold; it was supposed he was asleep upon the track and

killed by the night train. No blame was attached to any one in the employ of the company.

On the 30th of September, George Ham, a brakeman on the freight train, was struck in passing under a bridge, while on the top of the cars, three miles east of Cayuga Station, and so much injured that he died the next day.

Note.—The company do not own the cars used for baggage of passengers, for transportation of mails and emigrants. The Albany and Schenectady Railroad Company supply a sufficient number.

STATE OF NEW-YORK, }
Ontario county, } ss.

Thomas Hall, acting superintendent, and Charles Seymour, treasurer of the Rochester and Syracuse Railroad Company, being duly sworn, say that the foregoing report contains a true statement of the various matters required by law according to the best of their respective knowledge and belief.

THOMAS HALL, *Superintendent.*

CHARLES SEYMOUR, *Treasurer.*

Subscribed and sworn before me }
the 6th day of Dec. 1850. }

HIRAM METCALF, *Justice of the Peace of said County.*

(No. 19.)

SARATOGA AND SCHENECTADY RAILROAD.

*Return of the Saratoga and Schenectady Railroad for the year ending
Sept. 30th, 1850. Filed 26th December, 1850.*

Capital stock as by charter,	\$300,000 00
Amount of stock subscribed,	300,000 00
Amount paid in as by last report,	300,000 00
Total amount now paid in of capital stock,	300,000 00
Funded debt, as by last report,	42,000 00
Total amount now of funded debt,	42,000 00
Floating debt, as per last report,	23,365 00
The amount now, of floating debt, as far as known,	22,550 00
Total amount now of funded and floating debt,	64,550 00
Average rate per annum of interest on funded debt,	7 pr. cent.

COST OF ROAD AND EQUIPMENT.

As per last report. To present time.

For graduation and masonry,		
Bridges,		
Superstructure, including iron, ...		
Passenger and freight stations, buildings and fixtures,		
Engine and car houses, machine shops, machinery and fixtures, ..		
Land, land damages and fences, ..		
Locomotives and fixtures, and snow plows,		
Passenger and baggage cars,		
Freight and other cars,		
Engineering and agencies,		
Total,	\$386,304 25	\$396,379 53

CHARACTERISTICS OF ROAD.

Length of road,.....	22 miles.
Length of road laid,	22 do
Length of double track, including sidings,	none.
Length of branches owned by the company, laid,.....	4,640 ft.
Length of double track laid on same,	
Weight of rail per yard on main track,.....	56 lbs.
Number of engine houses and shops,.....	2
Engines,	2
Rated as 8 } passenger cars, 1st class, 2; do 2d class and emigrant, 0; wheel cars. } baggage mail and express cars, 1; freight cars, 0.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	15,576
Miles run by freight trains,	6,140
Rate of fare per mile charged to passengers in respective classes,	3 cents.
Number of passengers (all classes) carried in cars,	99,817
Number of miles travelled by passengers, or number of passengers carried one mile,	939,836
Number of tons, of 2000 pounds, of freight carried in cars,	4,434½
Total movement of freight, or number of tons carried one mile,	53,578
Average rate of speed adopted by ordinary passenger trains, including stops,..... (miles pr. hour)	15
Rate of speed of same, when in motion,	17
Average rate of speed adopted by express trains, inclu- ding stops,	none.
Rate of speed of same when in motion,	none.
Average rate of speed adopted by freight trains, inclu- ding stops,	10
Rate of speed of same, when in motion,	12
Average weight in tons of passenger trains, exclusive of passengers and baggage,	30
Average weight in tons of freight trains, exclusive of freight,	45

The amount of freight in tons :

The product of the forest,	713
do do animals,	206
Vegetable food,	719
Other agricultural products,	52
Manufactures,	444
Merchandize,	906
Other articles,	1,393

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO.	
		Pass. trans- poration.	Freight transportat'n.
Repairs of road-bed and rail- way, excepting cost of iron, [see law,]	\$3,394 96		
Depreciation of way,			
Cost of iron used in repairs, ..			
Allotted to passenger trans- portation, length in feet, ..			
; wt. in lbs., ..			
. Allotted to freight transportation, length in feet, ..			
wt. in lbs.,			
Repairs of buildings,			
Repairs of fences and gates, ..	324 35		
Taxes on real estate,	490 68		
Total,	<u>\$4,209 99</u>		

EXPENSES OF REPAIRS
OF MACHINERY.

Repairs of engines and ten- ders,	985 84
Depreciation of engines and tenders,	
Repairs of passenger and bag- gage cars,	
Depreciation of passenger and baggage cars,	
Repairs of freight cars, ...	

	Amount.	ALLOTED TO Pass. trans- portation.	Freight transportation.
Depreciation of freight cars, .			
Repairs of tools and machine- ry in shops,			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,			
Totals,	\$985 84		

EXPENSES OF OPERAT- ING THE ROAD.

Office expenses, stationery, &c.,	\$123 00
Agents and clerks,	5,682 04
Labor, loading and unloading freight,	
Porter, watchmen and switch tenders,	
Wood and water station at- tendance,	
Conductors, baggage and brakemen,	3,222 58
Enginemen and firemen,	
Fuel, cost and labor prepar- ing,	249 62
Oil and waste for engines and tenders,	
do for freight cars,	
do for passenger and baggage cars,	
Loss and damage of goods and baggage,	134 11
Damages for injuries to per- sons,	
Damages to property, includ- ing damages by fire and cattle killed on the road, ..	
General superintendence, ...	785 00
Contingencies,	402 06
Totals,	\$10,598 41

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers,.....	} see below.
From freight,.....	
From other sources,.....	

2d. RECEIPTS :

From passengers,.....	\$13,728 33
From freight,.....	3,902 27
From other sources,.....	11,305 11

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	15,794 24
For interest, charged directly to construction ac't,	
For dividends,.....	none.
To surplus fund,.....	none.
Total amount of surplus fund,.....	none.

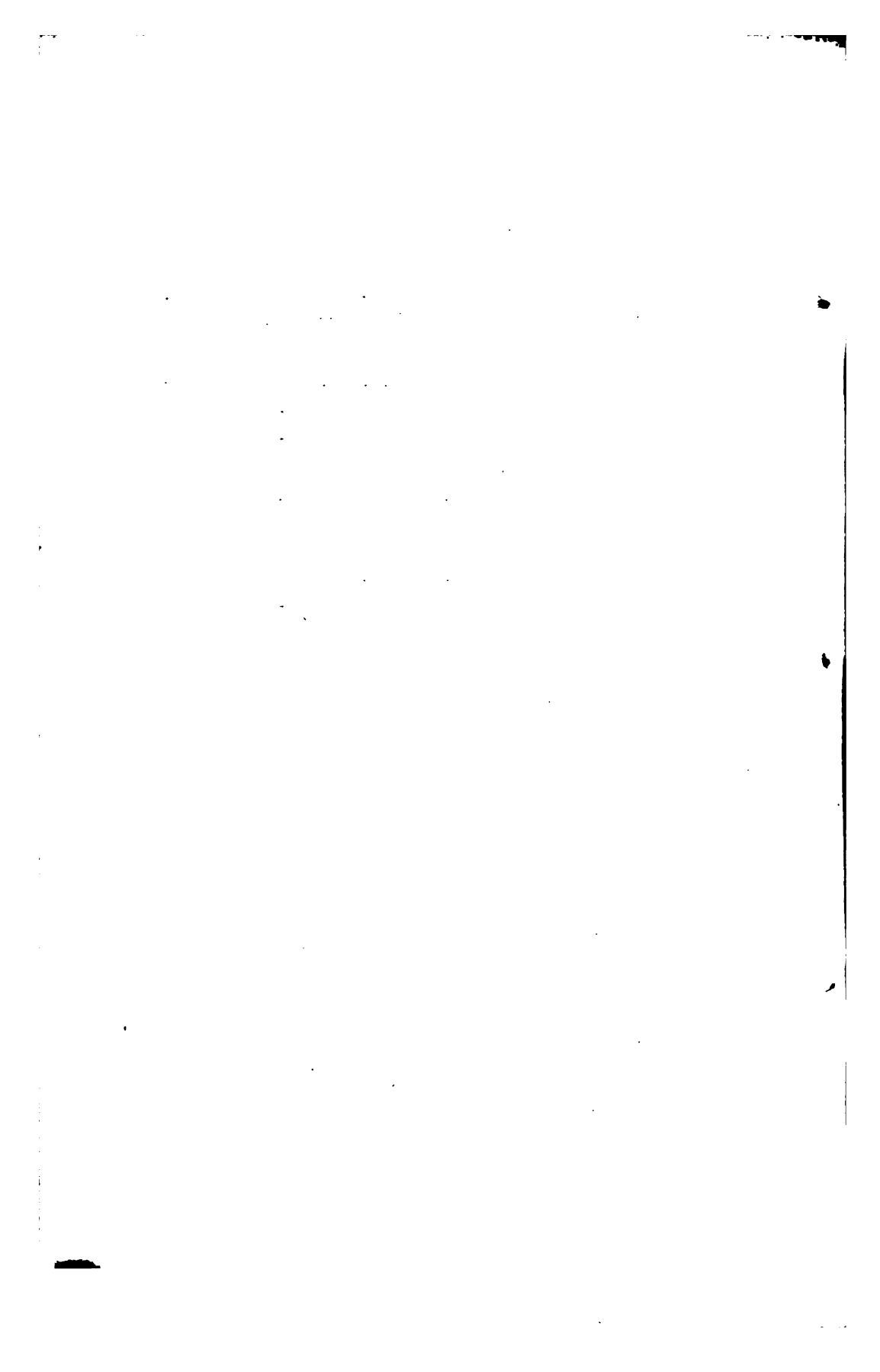
No accidents.

Edmund Schriver, treasurer, and L. R. Sargent, superintendent of the Saratoga and Schenectady Railroad company, being severally duly sworn, each for himself doth depose and say that the preceding statement is correct and true according to the best of their knowledge and belief.

ED. SCHRIVER,
L. R. SARGENT.

Sworn this 25th day of Decem- }
ber, 1850, before me. }

CHARLES R. RICHARDS,
Commissioner of deeds, Troy.



(No. 20.)

SARATOGA AND WASHINGTON RAILROAD.

No report.

(1885)

RECORDS OF THE DISTRICT OF COLUMBIA

1885

(No. 21.)

SCHENECTADY AND TROY RAILROAD.

Return of the Schenectady and Troy Railroad, being for the year ending September 30th, 1850. Filed Nov. 30th, 1850.

Capital stock as by charter.....	\$650,000 00
Amount of stock subscribed.....	650,000 00
Amount paid in as by last report ..	650,000 00
Total amount now paid in of capital stock.....	650,000 00
Funded debt, as by last report.....	20,500 00
Total amount now of funded debt.....	59,700 00
Floating debt, as by last report.....	16,295 69
Total amount now of floating debt.....	1,698 89
Total amount now of funded and floating debt.....	61,398 89
Average rate of interest on funded debt.....	7 p. ct.

COST OF ROAD AND EQUIPMENT.

	As by last report.	To pres't time.
For graduation and masonry.....	\$297,330 04	\$297,330 04
Bridges	22,440 69	22,440 69
Superstructure including iron...	135,049 47	135,373 44
Passenger and freight stations, } buildings and fixtures	9,416 26	9,673 36
Engine & car houses, machine } shops, machinery & fixtures		
Land, land damages and fences..		
Locomotives & fixtures, and snow plows.....	97,799 08	97,799 08
Passenger and baggage cars....	30,925 16	30,925 16
	15,200 00	19,200 00

Freight and other cars.....	20,724 27	23,279 27
Engineering and agencies.....	44,025 28	44,025 28
Total	<u>\$672,910 25</u>	<u>\$680,046 32</u>

CHARACTERISTICS OF ROAD.

Length of road.....	20 $\frac{1}{4}$ miles.
Length of road laid.....	20 $\frac{1}{4}$
Length of double track, including sidings.....	none.
Length of branches owned by the company, laid.....	8,165 ft.
Length of double track laid on same.....	none.
Weight of rail per yard on main track.....	56 lbs.
Number of engine houses and shops.....	3
engines	4
Rated as 8 { Pass. cars 1st. class, 5. 2d class & emigr't 2, } wheel cars { baggage, mail & expr'ss cars 2, freight cars 28 }	37

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains.....	53,845
Miles run by freight trains.....	7,462
Rate of fare per mile charged passengers, in rea. classes.	24c. 1 $\frac{1}{4}$ d.
Number of passengers (all classes) carried in cars.....	56,812
Number of miles travelled by passengers, or number of passengers carried one mile	1,117,596
Number of tons, of 2,000 pounds, of freight carried in cars,	17,031
Total movement of freight, or number of tons carried one mile	349,130
Average rate of speed adopted by ordinary passenger trains including stops (miles per hour).....	20
Rate of speed of same, when in motion.....	25
Average rate of speed adopted by express trains, in- cluding stops,	25
Rate of speed of same, when in motion,	30
Average rate of speed adopted by freight trains, in- cluding stops,	15
Rate of speed of same, when in motion,	20

Average weight in tons of passenger trains, exclusive
of passengers and baggage,.....

Average weight in tons of freight trains, exclusive of
freight,

The amount of freight in tons:

The product of the forest,.....	261
do do of animals,.....	6,311
Vegetable food,.....	4,891
Other agricultural products,.....	378
Manufactures,.....	1,757
Merchandise,.....	1,956
Other articles,.....	1,477

EXPENSES OF MAINTAINING ROAD.

Amount.	ALLOTTED TO	
	Pass. trans- portation.	Freight transportation.
Repairs of road-bed and rail- way, excepting cost of iron, [see law,].....	\$14,822	06
Depreciation of way,.....		
Cost of iron used in repairs:		
1,332 ft., 20,516 lbs.,....	476	82
Allotted to passenger trans- portation, length in feet, wt. in lbs., ..		
Allotted to freight transpor- tation, length in feet, wt. in lbs., ...		
Repairs of buildings,.....	339	51
Repairs of fences and gates, ..	232	56
Taxes on real estate,.....	1,198	38
Totals,.....	\$17,069	33

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tend- ers,	9,635	07
[Senate No. 12.]	9	

Amount.	ALLOTTED TO	
	Pass. trans- portation.	Freight transportat'n.
Depreciation of engines and tenders,.....		
Repairs of passenger and bag- gage cars,.....	1,140	26
Depreciation of baggage cars,		
Repairs of freight cars,.....	2,319	68
Depreciation of do,.....		
Repairs of tools and machin- ery in shops,.....	81	75
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	102	00
Totals,	<u>\$13,278 76</u>	

EXPENSES OF OPERAT- ING THE ROAD.

Office expenses, stationery, &c.,.....	\$466	88
Agents and clerks,.....	2,752	44
Labor, loading and unloading freight,	1,888	05
Porter, watchmen and switch tenders,.....	1,138	50
Wood and water station at- tendance,.....		
Conductors, baggage & brake- men,.....	1,455	00
Enginemen and firemen,.....	3,098	63
Fuel, cost and labor preparing,	7,482	69
Oil and waste for engines and tenders,	1,986	35
Oil and waste for freight cars,		
Oil and waste for passenger and baggage cars,.....		
Loss and damage of goods and baggage,.....	373	45

Damages for injuries to persons,.....	
Damages to property, including damages by fire, and cattle killed on road,.....	262 56
General superintendence,....	1,691 66
Contingencies,.....	7,323 41
Totals,	<u>\$29,919 62</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS :

From passengers,.....	26,539 80
From freight,.....	14,926 89
From other sources,.....	879 00

2D. RECEIPTS :

From passengers,.....	26,539 80
From freight,.....	14,926 89
From other sources,.....	879 00

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....	60,267 71
For interest,.....	2,381 11
For dividends,.....	none.
To surplus fund,.....	none.
Total amount of surplus fund,.....	none.

The number of persons injured in life or limb.

On the 11th March, 1850, a freight train of ten cars with a passenger car attached was proceeding from Troy to Schenectady at the usual speed, when about 4 miles from Schenectady, the locomotive boiler exploded making a complete wreck of the engine. Wm. Wiegand, the engineer was instantly killed, and the fireman severely injured, but has since recovered. No other person injured. No satisfactory cause for the explosion has appeared to this company.

On the evening of September 15th, a man by the name of William Sheridan was killed near Cohoes. It appeared that he had been intoxicated during the day, and in walking upon the roadway had fallen across the track, where he remained until the train passed

over him, crushing his limbs in such a manner that he died in about twenty minutes. No blame attached to the engineer as the man could not be discovered until the train was almost upon him.

City of Troy ss :

Wm. E. Hall, Superintendent and Thomas Wallace, Treasurer of said company, doth depose and say, and each for himself says, that the forgoing statement is true to the best of his knowledge and belief.

WM. E. HALL,
THOS. WALLACE.

Sworn before me, this }
27th day of Nov. 1850. }
E. BELL, Com of Deeds, Troy.

(No. 22.)

THE SYRACUSE AND UTICA RAILROAD.

Return of the Syracuse and Utica Railroad Company, for the year ending Sept. 30th, 1850. Filed Dec. 5th, 1850.

OFFICE OF THE SYRACUSE AND UTICA RAILROAD CO. }
Syracuse, November 30th 1850. }

To the State Engineer and Surveyor of the State of New-York :

In presenting the first report of this company under the 31st section of the general railway act of the last session of the Legislature, it is proper to remark, that before the passage of that act the accounts of the company were not so kept as to present some of the items required by that law with entire accuracy. The return which accompanies this report is made as specific and as detailed, as possible. The accounts will hereafter be so kept as to present the various items required, with accuracy, and it is very obvious, that by a general careful compliance with this law, much valuable information may be deduced from these reports.

The cost of the construction and the operation of railroads has as yet been very imperfectly ascertained, and while we have learned little of their ultimate capacity, we know quite as little of their true cost and maintenance and repair. What is the actual depreciation, and therefore what will be the future cost to keep them up to a proper standard are as yet not well known. It is already quite certain that everything about them goes rapidly to decay, arising from exposure and the severe wear to which most of the works are subjected. We have already found that the iron rail gives way quite fast. The whole wear both of machinery and structure is very much in proportion to the speed. The public constantly demand more rapid

rates of travel. The liability to accident is very greatly increased by increasing the speed. This perhaps is not properly appreciated by either the public or railway managers. The rapid progress that is making in every department of business, will stimulate the construction of competing lines, and these in order to meet the public favor, will endeavor to approximate to the highest practicable rate of speed, and then it will be expected that all passage roads will keep up to about the same rates.

A very liberal allowance beyond the ordinary current expenses must therefore be made to provide for depreciation.

STATE TOLLS.

It is now found that the tolls required by the State on all property transported by the company, are a serious embarrassment to its business. They are considered as an unjust and an improper discrimination, because other and competing lines are free from them. The Erie railroad and the Northern railroad are both unrestricted in this respect. As these roads are now opened for transportation it is respectfully submitted that the same general policy should be applied to them that controls this line. The whole should be compelled to pay tolls or all should be exempt. These tolls now limit the business of the company, and of course deprive the public of the lower rate of charge on the transportation of persons and property, which would otherwise be fixed. They lessen the production of the country in the vicinity of the railroad, because if there were no tolls, the transportation would be so reduced as that the growth and manufacture of many articles would be thereby stimulated. Transportation on the railroad would be reduced to the lowest compensating scale, if it were not for these tolls. They now form about one-fourth of the average prices charged. It is first to the benefit of the producer and consumer to take off these tolls, and next to the company, if the quantity of property carried shall be thereby increased, as it doubtless will be. The State Treasury does not require these tolls. The great business of the canal cannot be affected by the limited amount which the railroads will carry. The canal will take care of itself. As soon as the tolls were taken off from fresh meats, cattle &c., the price of transportation was immediately reduced more than the amount of the tolls. So it would be in all instances if the tolls were taken off. The amount of property to be carried would be considerably in-

creased, and the general business of the country thereby aided. It is not expected that the classes of property to which canal transportation is the best adapted, would be in any degree withdrawn from the canals.

FREE PASSENGERS.

The custom of passing particular persons free on railroads, is one, that in the judgment of the undersigned, should be discontinued. The whole system was by this company changed on the first of July last, since which time the only persons allowed to pass free are the officers and men in the service of the company. No difficulty has been found in enforcing this rule, and it has met the decided approbation of the great travelling public. It must in the end be found wrong to allow some persons to pass free, and to compel others alongside of them to pay. Those who do thus pay are compelled practically to pay their shares, towards the fare of the free passenger. Before the rule adopted by this company was put in force, the number of free passengers had become so large as to be very burdensome. This is the necessary tendency of the system. One person claims a free passage because he belongs to a favored class (and these classes were constantly increasing,) another because he had afforded some service, or could do some service or some harm to the company. It came to be a practice that free tickets were solicited or demanded, somewhat according to the temper of the applicant. Many claim to go free because they can influence passengers, who should really be left as they desire to be, to go by such route as they please. The system runs into favoritism. It is corrupting, it is not business like, and ought not to be tolerated.

ACCIDENTS.

The rules of the company forbid any person standing on the platform, or getting on or off the cars while the trains are in motion. Notwithstanding this, passengers will violate these rules, so necessary for their safety. If they would keep their seats, personal injury would rarely occur to them. The common laborers in the employment of the company, who are engaged on the gravel trains, often become very careless of their personal safety. Though they are cautioned not to jump off or on these trains when in motion, and not to ride in hazardous and exposed positions, they will thoughtlessly persist in doing so, and are

restless under the restraint which a prudent care for their safety requires. Another kind of accident happens to those who walk on the track. This is a very great evil, often resulting in the most serious accidents, and always in impeding the trains. We have put signs all along the road, cautioning persons not to walk on the track. Those who from infirmity are the most unfit to walk along the tracks, most frequently do so. Those who are deaf, or whose faculties are impaired by liquor or otherwise, are the subjects, of this kind of accident. We have reason to believe that sometimes persons voluntarily throw, or expose themselves upon the track, thus seeking death through a kind of suicide. The regulations adopted for the transaction of our business are made with much reflection, and an earnest desire to secure the safety of all persons, whether passengers or those employed in the business of the company, notwithstanding which accidents do occur. The men who have charge of the passage trains will be watchful of their own safety, for they know that they are in the most exposed positions. An accident rarely occurs when some of them do not suffer. Although from the great number of railroads in our country, and the fact that all accidents are extensively published, it may be supposed that the number is large, yet it is believed that the whole number of cases of injury to passengers by railroad, bears a very small proportion to those which occur in other means of conveyance. The destruction of life on steamboats and sailing vessels is believed to be very large as compared with that upon railroads. In every department of business where labor is required, accidents do occur, and it is found to be practically impossible to guard against them, because great numbers of men must be employed, each one of whom cannot always be as cautious as the minds which govern would be in his place. These remarks are made not with a view to excuse any want of care, but to suggest the simple fact that railroads cannot be always exempt from the failures necessarily resulting from human infirmity.

The following statement exhibits the number of persons injured in life or limb, and the cause of the injury, and whether passengers or persons employed by the company during the year ending September 30th., 1850.

One passenger has been killed by falling from the emigrant train when in motion. He was much intoxicated and noisy previous to the time he fell.

Four men employed by the company have been killed by falling from the trains on which they were employed.

One man, a fireman, was killed by jumping from the engine when it ran off the track. Had he kept his place he would have been safe. The engine ran off in consequence of a switch being wrong. There was some question as to who had changed it. The switch tender was, however, dismissed.

One man employed upon a gravel train was killed by the train upon which he was riding, being thrown from the track. The train was backing up when the rear car run off and the rest of the train was piled on it, killing one man who was on the car which first ran off.

Two persons have been found dead by the side of the road, whose death was unaccounted for, as no particular marks of violence were found upon them. It was supposed in each instance they had jumped from the train.

One boy was killed at Syracuse by falling from a working train upon which he was playing.

Four persons have been run over while on the track. One of these was a small child playing near some tall grass and not discovered till just as the train was on it. Two of the cases were of men drunk, one of whom was walking on a curve, and the other laying down, supposed to be asleep. The remaining case was a man supposed to be deaf. To all these the proper signals were made as the trains approached, and every exertion made to avoid injuring them.

None of these accidents have arisen from the carelessness or negligence of any person employed by the company, but in each instance from the careless, negligent, or thoughtless act of the person injured.

One cause of accident it is believed, is in the power of the Legislature to remove. It is well known that cattle are often run over upon the tracks and the trains are thereby thrown off. They will stray upon the road. They stand in the crossings of public roads. They either will not get out of the way or they very often go deliberately in front of the engine. Where every precaution is taken by the company they will get upon the tracks. This results from their

being allowed to run at large. It is not possible to fence against them. It is not unfrequent that they are found upon the tracks at night, where the owners of adjacent lands have been fully paid for making and maintaining fences, they neglect to build them. Whenever cattle are killed the owner presents his claim for them, and it is quite generally found to be better to submit and pay for them, rather than to contest the question before a local tribunal. This really only increases the difficulty and makes the owner unmindful of taking proper care of his cattle. The ground is assumed by the owners of cattle that their animals have as good right to occupy a public highway at a railroad crossing, at the same moment when a train of passengers are passing them, that they have. If this is to be maintained it will be seen at once that a very serious obstacle is interposed to safe and rapid travelling. In Massachusetts the owner of animals may not allow them to run at large without incurring a penalty. Hence there is far less of this kind of accident there. If the like provision was adopted here, travellers would be more safe.

It is a subject of frequent complaint among passengers that they are so often required to show their tickets. They seem to forget the necessity of the most strict precaution, in order to ensure the payment of the customary fares. It is in some of the states as well as in Europe provided by statute, that those persons who attempt to defraud railroad companies by procuring a passage without the payment of the regular fare, are liable to a penalty. These provisions are enforced and are found to be very salutary. The attempts to avoid the payment of fare are of almost daily occurrence, and their success is only prevented by a system of scrutiny and sometimes of apparent vigor. The comfort of the great mass of passengers in this respect would be greatly advanced, if either there were no attempts to defraud, or if these attempts were measurably deterred by some proper legislation. Those only who are entirely familiar with this business, can be aware of the extent of the sentiment that it is not quite as wrong, to get the advantage of a railroad company, as of an individual. To place this branch of business on a proper basis, and to advance the comfort of passengers, those who do attempt to cheat, should be made liable to some penalty.

The following is the return, made in the form prescribed.

Capital stock as by charter, and subsequent laws,	\$2,400,000 00
Amount of stock subscribed,	2,400,000 00
Amount paid in, as by last report,	1,802,000 00
Total amount now paid in of capital stock,	2,400,000 00
Funded debt, as by last report,	80,000 00
Total amount now, of funded debt,	48,000 00
Floating debt, as per last report,	nothing.
The amount now, of floating debt,	nothing.
Total amount now, of funded and floating debt, ..	48,000 00
Average rate per annum of interest on funded debt,	7 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation,	369,829 50	385,938 20
Bridges and masonry,	109,180 85	111,076 43
Superstructure, including iron, ..	1,253,934 69	1,302,018 03
Passenger and freight stations, buildings and fixtures,	104,536 65	128,235 89
Machinery and fixtures,	5,106 91	5,106 91
Land, land damages and fences,	174,556 05	174,859 67
Locomotives and fixtures, and snow plows,	113,189 71	132,749 11
Passenger and baggage cars, ..	42,123 34	52,073 96
Freight and other cars,	83,447 23	90,887 17
Engineering and agencies, inci- dental, &c.,	107,138 62	107,138 62
Total,	<u>\$2,363,043 55</u>	<u>2,490,083 99</u>

CHARACTERISTICS OF ROAD.

Length of road,	53 miles.
Length of road laid,	53 do
Length of double track, including sidings,	55 do
Length of branches owned by the company, laid,	none.
Length of double track laid on same,	do
Weight of rail per yard on main track, north track, ..	61 lbs.
do do south track, ..	70 lbs.
Number of engine houses and shops, engine houses, 2 ; shops 3.	

Number of engines,.....	18
Rated as 8 wheel cars. {	
passenger cars 1st class, 24; do 2d class	
and emigrant, 0; baggage, mail and ex-	
press cars, 0; freight cars, 101;.....	

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	149,951
Miles run by freight trains, 50,170; other trains, 66,309,.....	116,479
Rate of fare per mile charged to passengers, in re- spective classes; 1st class, 2 ³³ ¢.; 2d, 1 ³³ ¢.; emi- grant, 1 ⁵⁰ ¢.	
Number of passengers (all classes) carried in cars,...	340,945
Number of miles travelled by passengers, or number of passengers carried one mile	14,093,485
Number of tons, of 2,000 pounds, {	The greater part of our freight is received from the connecting roads, and billed from the point of shipment to its destination, so that we have no means of an- swering these two queries.
of freight carried in cars.....	
Total movement of freight, or num- ber of tons carried one mile,..	
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	22½ miles.
Rate of speed of same, when in motion,.....	31 do
Average rate of speed adopted by express trains, in- cluding stops, ..	27 do
Rate of speed of same, when in motion.....	31 do
Average rate of speed adopted by freight trains, inclu- ding stops,	13½ do
Rate of speed of same, when in motion,	18½ do
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	62 tons.
Average weight in tons of freight trains, exclusive of freight,.....	112 do
The amount of freight in tons:	
The product of the forest, tons shipped,.....	369.
do tons left,	98
do animals, tons shipped.....	2,629
do tons left,	228
Vegetable food, tons shipped,.....	126
do tons left,.....	746

Other agricultural products, tons shipped,	84
do do tons left,	93
Manufactures, tons shipped,	578
do tons left,	278
Merchandise, tons shipped,	499
do tons left,	1,747
Other articles, tons shipped,	498
do tons left,	362

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO		
	Amount.	Pass. trans- portation.	Freight transportation.
Repairs of road-bed and rail- way, excepting cost of iron, [see law],	\$47,601 51	\$35,701 13	\$11,900 38
Depreciation of way. As the railroad is but just complet- ed with the heavy rail, noth- ing has yet been charged to depreciation,			
Cost of iron used in repairs:..	No iron yet used in repairs.		
Allotted to passenger trans- portation, length in feet, wt. in lbs.,			
Allotted to freight transpor- tation, length in feet, wt. in lbs.,			
Repairs of buildings, included in repairs of road bed &c.			
Repairs of fences and gates,..	3,478 87	2,609 16	869 71
Taxes on real estate,	11,777 72	8,833 29	2,944 43
Totals,	<u>\$62,858 10</u>	<u>\$47,143 58</u>	<u>\$15,714 52</u>

EXPENSES OF REPAIRS OF MACHINERY

Repairs of engines and tenders,	\$33,332 02	\$24,999 02	\$8,333 00
Depreciation of do do			

Repairs of passenger and baggage cars, including mail and emigrant cars,.....	8,255 39	8,255 39	
Depreciation of do do			
Repairs of freight cars, including stake and all other burthen cars,.....	8,672 84	2,168 21	6,504 63
Depreciation of do do			
Repairs of tools and machinery in shops, and on locomotives,	1,740 33	1,305 25	435 08
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....			
Totals,.....	<u>\$52,008 58</u>	<u>\$36,727 87</u>	<u>\$15,272 71</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,.....	\$900 69	\$388 20	\$512 49
Agents and clerks,.....	9,070 90	6,650 90	2,420 00
Labor, loading and unloading freight,.....	1,198 88		1,198 88
Porter, watchmen and switch tenders,.....	1,327 40	995 55	331 85
Wood and water station attendance,.....	8,329 74	6,247 31	2,082 43
Conductors, baggage and brakemen,	7,172 66	5,748 32	1,424 34
Enginemen and firemen,..	14,381 12	10,785 84	3,596 28
Fuel, cost and labor preparing,	26,421 77	19,816 33	6,605 44
Oil and waste for engines and tenders,.....	7,248 21	5,436 16	1,812 05
Oil and waste for freight cars, included above.			
Oil and waste for passenger and baggage cars, included above.			

Loss and damage of goods and baggage,.....	547 45	521 45	26 00
Damages for injuries to persons,	550 63	450 63	100 00
Damages to property, in- cluding damages by fire and cattle killed on road,	1,495 67	1,111 76	383 91
General superintendence,..	3,499 92	2,624 94	874 98
Contingencies,	5,724 42	4,293 32	1,431 10
Totals,.....	<u>\$87,869 46</u>	<u>\$65,070 71</u>	<u>\$22,798 75</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS:

From passengers,.....	\$366,077 07
From freight,	90,878 97
*From other sources, (mail) about,.....	15,819 73

2d. RECEIPTS:

From passengers,.....	366,077 07
From freight,	87,692 82
*From other sources,.....	17,656 23

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION:

For transportation expenses,.....	202,728 14
For interest,	9,931 30
For dividends,	190,280 00
To surplus fund,.....	
Total amount of surplus fund.....	

The difference between the earnings and receipts, on account of freight, is occasioned by the fact that the earnings of each month are not received until the next succeeding month.

*The difference between these two items, is occasioned by the irregularity of the payments from the post office department on account of mail service. Although they are considerably in arrear the receipts in the past year, from that source, embrace some of the earnings of the previous year.

JOHN WILKINSON, Pres't.

STATE OF NEW-YORK, }
Onondaga County, } ss.

John Wilkinson, the President and acting Superintendent, and David Wager, the treasurer of the Syracuse and Utica Railroad Company, being duly sworn, say that the foregoing report contains a correct and true statement of the various matters required by law, according to the best of their respective knowledge and belief.

JOHN WILKINSON,
D. WAGER.

Subscribed and sworn before me, this }
3d day of December, 1850. }

R. WOOLWORTH, *Com. of Deeds.*

(No. 23.)

TONAWANDA RAILROAD.

Return of the Tonawanda Railroad for the year ending September 30, 1850. Filed Dec. 5th, 1850.

Capital stock as by charter and laws,	\$1,000,000 00
Amount of stock subscribed,	1,000,000 00
Amount paid in, as by last report, Jan. 1st, 1850,..	950,000 00
Total amount now paid in of capital stock,	1,000,000 00
Funded debt, as by last report,.....	159,500 00
Total amount now of funded debt,	159,500 00
Floating debt, as per last report,.....	43,653 48
The amount now of floating debt,.....	7,348 67
Total amount now of funded and floating debt,....	166,848 67
Average rate per annum of interest on funded debt,.	6 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,		819 05
Bridges,.....		865 35
Superstructure, including iron,		35,359 62
Passenger and freight stations,		8,602 38
buildings and fixtures,.....		600 00
Engine and car houses, machine shops, machinery and fixtures,	\$1,150,968 23	
Land, land damages and fences,		812 88
Locomotives and fixtures, and snow plows,.....		7,871 75
Passenger and baggage cars,..		5,544 07
Freight and other cars,		5,377 68
Engineering and agencies, ...		
Total,		\$1,216,820 91

CHARACTERISTICS OF ROAD.

Length of road,.....	43½ miles.	
Length of road laid,.....	do	
Length of double track, including sidings,		
Length of branches owned by the company, laid,....	3	
Length of double track laid on same,		
Weight of rail per yard on main track,.....	64 lbs.	
Number of engine houses and shops,.....	3	
do engines,.....	6	
Rated as 8 wheel cars.	{ passenger cars, 1st class, 13; do. 2d class	
	and emigrant, none,	13
	baggage, mail and exp. cars, none; freight	
	cars, 90,	90

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	115,884
Miles run by freight trains,	38,144
Rate of fare per mile charged to passengers, in respec- tive classes, 1st, 3c.; 2d, 1½c.; 3d, 1¼c.,	
Number of passengers (all classes) carried in cars, ...	256,404
Number of miles travelled by passengers, or number of passengers carried one mile,	9,571,050
Number of tons, of 2,000 pounds, of freight carried in cars,	29,211
Total movement of freight, or number of tons carried one mile,	859,807
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15½
Rate of speed of same, when in motion,	17
Average rate of speed adopted by express trains, in- cluding stops,	26½
Rate of speed of same, when in motion,	30
Average rate of speed adopted by freight trains, inclu- ding stops,	14½
Rate of speed of same, when in motion,	18
Average weight in tons of passenger trains, exclusive of passengers and baggage,	62½
Average weight in tons of freight trains, exclusive of freight,	118

The amount of freight in tons :

The product of the forest,	2,448
do of animals,	2,270
Vegetable food,	6,488
Other agricultural products,	5,015
Manufactures,	175
Merchandise,	3,927
Other articles,	601

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and railway, excepting cost of iron, [<i>see law</i>],	\$9,437 76	\$7,078 27	2,359 49
Depreciation of way,	20,000 00	15,000 00	5,000 00
Cost of iron used in repairs:	500 00	375 00	125 00
Allotted to passenger transportation, length in feet, 747 ² wt. in lbs., 15,000. Allotted to freight, length in feet 247 ² wt. in lbs. 5,000			
Repairs of buildings,	453 30	339 98	113 32
Repairs of fences and gates,			
Taxes on real estate,	4,300 20	3,325 15	1,075 05
Totals,	<u>\$34,691 26</u>	<u>\$26,018 40</u>	<u>\$8,672 86</u>

EXPENSES OF REPAIRS
OF MACHINERY.

Repairs of engines and ten- ders,	\$7,587 67	\$5,742 25	\$1,845 42
Depreciation of engines and tenders,	3,000 00	2,250 00	750 00
Repairs of passenger and baggage cars,	3,424 01	3,424 01	

Depreciation of passenger and baggage cars.....	1,800 00	1,800 00	
Repairs of freight cars...	3,376 75		3,376 75
Depreciation of do	3,180 00		3,180 00
Repairs of tools and ma- chinery in shops,.....	583 88	409 38	174 50
Incidental expenses, in- cluding oil, fuel, clerks, watchmen, &c., about shops,.....	1,260 00	945 00	315 00
Totals,.....	<u>\$24,212 31</u>	<u>\$14,570 64</u>	<u>\$9,641 67</u>

EXPENSES OF OPERAT- ING THE ROAD.

Office expenses, stationery, &c.,.....	\$400 93	\$316 55	\$84 38
Agents and clerks,.....	6,109 59	3,778 56	2,331 03
Labor, loading and unload- ing freight,.....	1,585 58		1,585 58
Porter, watchmen & switch tenders,.....	944 83	646 13	298 70
Wood and water station at- tendance,	1,709 00	1,284 25	424 75
Conductors, baggage & brake- men,.....	4,992 50	3,151 40	1,841 10
Enginemen and firemen,....	8,081 64	6,061 00	2,020 64
Fuel, cost and labor prepar- ing,.....	10,272 99	6,858 34	3,414 65
Oil and waste for engines and tenders,	1,277 83	952 23	325 60
Oil and waste for freight cars,	688 92		688 92
Oil and waste for passenger and baggage cars,	954 60	954 60	
Loss and damage of goods & baggage,.....	174 86	174 86	
Damages for injuries to per- sons,	704 13	704 13	
Damages to property, inclu-			

ding damages by fire and			
cattle killed on the road,..	1,205 70	384 00	821 70
General superintendence,....	6,335 00	4,751 25	1,583 75
Contingencies,	5,280 91	3,960 69	1,320 22
Totals,.....	<u>50,719 01</u>	<u>33,977 99</u>	<u>16,741 02</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST EARNINGS :

From passengers,.....	\$255,252 80
From freight,	67,668 37
From other sources, ...	21,476 88

2D RECEIPTS :

From passengers,.....	255,252 80
From freight,.....	67,668 37
From other sources,.....	19,276 88

3D PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,	\$89,622 27
For interest,.....	11,558 20
For dividends,	92,000 00
To surplus fund,.....	
Total amount of surplus fund,.....	
Paid on subscription to Buffalo and State line	
Railroad Co.....	7,500 00

Accidents. On the morning of Nov. 18th, 1849, a man was found dead near the track, two miles east of Byron, supposed by the injuries on his person to have been struck by the pilot or steps of the coaches. No one on the train knew of the accident at the time it happened. The 6 o'clock evening express train of July 8th, 1850, came in contact with a wagon containing a man, woman and boy. The whole was thrown from the track, and the boy had one leg broken, has since recovered. The evening express train of Sept. 26th, ran over two cows, throwing the engine and cars from the track and breaking a leg of the bell ringer. No such accident has arisen from the carelessness or negligence of any person in the employ of the corporation.

Dated at Rochester Nov. 30th. 1850.

STATE OF NEW YORK, }
Monroe County, } ss.

Lewis Brooks, treasurer of the Tonawanda Railroad company, and Carlos Dutton, superintendant of operations of the same, during the period embraced by the within report, do each depose and say, that the within report was compiled from the books of said company, that it is made to comply with the provisions of the "act" by which it is required, as nearly as possible. But as the act requires returns under heads not formerly contained in the books of said company, it may not be exactly accurate, but they believe that it is in all respects substantially true.

L. BROOKS,

Treasurer of the Tonawanda Railroad Co.

CARLOS DUTTON,

Superintendent of Tonawanda Railroad.

Subscribed and sworn before me, }
this 3d Dec. 1850. }

HIRAM C. SMITH, *Com. of Deeds.*

(No. 24.)

TROY AND GREENBUSH RAILROAD.

*Return of the Troy and Greenbush Railroad, being for the year ending
September 30th, 1850. Filed November 30, 1850.*

Capital stock as by charter,.....	\$275,000 00
Amount of stock subscribed,.....	274,400 00
Amount paid in as by last report.....	274,400 00
Total amount now paid in of capital stock,	274,400 00
Funded debt as by last report,.....	5,700 00
Total amount now of funded debt,.....	4,550 00
Floating debt as by last report,.....	5,133 42
The amount now of floating debt,.....	4,100 72
Total amount now of funded and floating debt,.....	8,650 72
Average rate of interest on funded debt,.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,.....	\$89,221 37	\$89,221 37
Bridges,		
Superstructure, including iron,.	54,923 49	54,923 49
Passenger and freight stations, buildings and fixtures,.....	16,059 83	16,059 83
Engine and car houses, machine shops, machinery and fixtures,	9,626 89	9,926 89
Land, land damages and fences,	52,438 97	54,017 07

	As per last report.	To present time.
Locomotives and fixtures, and snow plows,	\$34,048 46	\$36,073 46
Passenger and baggage cars, ..		
Freight and other cars,		
Engineering and agencies, (Inc. loan of New-York and Albany Railroad Company,)	21,705 82	21,705 82
Totals,	<u>\$278,024 83</u>	<u>\$282,527 93</u>

CHARACTERISTICS OF ROAD.

Length of road,	6 miles	
Length of road laid,	6	
Length of double track, including sidings,	none	
Length of branches owned by the company, laid,	none	
Length of double track laid on same,	none	
Weight of rail per yard on main track,	56 lbs.	
Number of engine houses and shops,	1	
engines,	3	
Rated as 8 wheel cars. }	passenger cars, 1st class 4 ; do 2d class and	
	emigrant,	
	baggage, mail & express cars, 2 ; fr't cars, . .	6

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	47,792
Miles run by freight trains,	6,921
Rate of fare per mile charged to passengers, in respec- tive classes,	2½ cts
Number of passengers (all classes) carried in cars,	237,796
Number of miles travelled by passengers, or number of passengers carried one mile,	1,426,776
Number of tons (of 2,000 pounds) of freight carried in cars,	38,988
Total movement of freight, or number of tons carried one mile,	223,930
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25

Rate of speed of same when in motion,	25
Average rate of speed adopted by express trains, including stops,	none
Rate of speed of same when in motion,	none
Average rate of speed adopted by freight trains, including stops,	12
Rate of speed of same when in motion,	12
Average weight in tons of passenger trains, exclusive of passengers and baggage,	41
Average weight in tons of freight trains, exclusive of freight,	124
The amount of freight in tons:	
The product of the forest,	2,803
do of animals,	9,503
Vegetable food,	12,299
Other agricultural products,	706
Manufactures,	4,850
Merchandise,	879
Other articles,	7,948

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportation.
Repairs of road bed and railway, excepting cost of iron, [see law.]	\$7,274 03	\$6,448 29	\$825 74
Depreciation of way			
Cost of iron used in repairs:			
Allotted to passenger transportation, length in feet, wt. in lbs.,			
Allotted to freight transportation, length in ft., wt. in lbs.,...			
Repairs of buildings	370 46	370 46	
Repairs of fences and gates,	239 91	209 01	20 90
Taxes on real estate,	839 22	839 22	
Totals	<u>\$8,723 62</u>	<u>\$7,866 98</u>	<u>\$856 64</u>

ALLOTTED TO

	Pass. trans-	Freight
Amount.	portation.	transportation.

**EXPENSES OF REPAIRS
OF MACHINERY.**

Repairs of engines and tenders, .			
Depreciation of do			
Repairs of passenger and baggage cars,			
Depreciation of passenger and baggage cars,			
Repairs of freight cars,			
Depreciation of do			
Repairs of tools and machinery in shops,			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,			
Totals,	<u>\$5,784 73</u>	<u>\$5,058 50</u>	<u>\$726 23</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	\$116 54		\$116 54
Agents and clerks,	2,598 58	800 00	1,793 58
Labor, loading and unloading freight,	4,108 95		4,108 95
Porter, watchmen and switch tenders,	1,202 64	1,004 64	198 00
Wood and water station attendance,	264 00	264 00	
Conductors, baggage and brakemen,	2,375 19	1,738 00	637 19
Enginemen and firemen,	1,805 00	1,805 00	
Fuel, cost and labor preparing,	6,000 00	5,243 55	756 45
Oil and waste for engines and tenders. Oil and waste for freight cars. Oil and waste for passenger and baggage cars, .	1,040 00	907 74	132 26
Loss and damage of goods and baggage,	26 86	26 86	

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transporta'n.
Damages for injuries to persons,	14 00	14 00	
Damages to property, including a damages by fire and cattle killed on road,.....	8 00	8 00	
General superintendence,	1,000 00	1,000 00	
Contingencies,	8,871 04	7,136 18	1,734 86
Totals,	<u>\$29,425 80</u>	<u>\$19,947 97</u>	<u>\$9,477 83</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS :

From passengers,	\$33,904 46
From freight,	24,261 63
From other sources,	1,252 72

2D. RECEIPTS.

From passengers,	\$33,904 46
From freight,	21,690 55
From other sources,	1,059 97

3D. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation, expenses,	\$43,054 48
For interest,	383 45
For dividends,	8,232 00
To surplus fund,	
Total amount of surplus fund,	

There were two persons injured, to wit : On 26th January, a deaf and dumb man was killed while walking in the track in a thick fog. In July, a laborer employed on the road, fell under a gravel train and lost a leg. In both cases no carelessness or negligence could be attributed to any person in the employment of the corporation, and none were discharged in consequence.

STATE OF NEW-YORK, }
County of Rensselaer, } ss.

Jonathan Edwards, the president and acting superintendent, and Philander Wells the treasurer of the Troy and Greenbush railroad

association, being severally duly sworn, each for himself, doth depose and say that the preceding statement is correct and true, according to the best of his knowledge and belief.

Subscribed and sworn before me, this {
30th day of November, 1850. }

CHARLES R. RICHARDS, *Com. of Deeds, Troy.*

JON : EDWARDS,
President and Superintendent.

P. WELLS,
Treasurer.

(No. 25.)

UTICA AND SCHENECTADY RAILROAD.

*Return of the Utica and Schenectady Railroad, for the year ending
September 30th, 1850. Filed Dec. 23d, 1850.*

Capital Stock as by charter,.....	\$3,560,000
Amount of stock subscribed,.....	3,560,000
Amount paid in, as by last report,.....	3,494,010
Total amount now paid in of capital stock,	3,494,010
Funded debt, as by last report,	102,500
Total amount now, of funded debt,	102,500
Floating debt, as per last report,.....	none
The amount now of floating debt,.....	none
Total amount now, of funded and floating debt,.....	102,500
Average rate per annum of interest on funded debt,	7 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,.....	\$834,056 98	\$847,898 68
Bridges,	82,565 35	82,565 35
Superstructure, including iron,	1,797,470 00	1,869,344 76
Passenger and freight stations, buildings and fixtures,.....	171,531 33	183,796 92
Engine and car houses, ma- chine shops, machinery and fixtures,	56,130 67	59,155 15
*Land, land damages & fences,	451,886 39	467,711 87

*Included in cost of "Land, land damages and fences," is \$62,500, which was paid for Mohawk Turnpike Road, as required by act of incorporation.

Locomotives and fixtures, and snow plows,.....	241,688 27	261,776 60
Passenger and baggage cars,..	179,967 70	179,967 70
Freight and other cars,	121,325 00	121,894 69
Engineering and agencies,....	69,806 33	69,806 33
Total,	<u>4,006,428 02</u>	<u>4,143,918 00</u>

CHARACTERISTICS OF ROAD.

Length of road,.....	78 miles
Length of road laid,.....	78 do
Length of double track, including sidings,....	88 do
Length of branches owned by the company, laid,	none
Length of double track laid on same,.....	none
Weight of rail per yard on main track,.....	65 lbs
Number of engine houses and shops,	4
Number of engines,.....	19
Rated as 8 } passenger cars, 1st class, none; do. wheel cars. } 2d class and emigrant, none; bag- gage, mail and express cars, none; freight cars 200,.....	200

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,	229,940
Miles run by freight trains,.....	93,580
Rate of fare per mile charged to passengers, in respec- tive classes,	2 $\frac{1}{10}$ c, 1 $\frac{1}{2}$ c
Number of passengers (all classes) carried in cars,....	370,988 $\frac{1}{2}$
Number of miles travelled by passengers, or num- ber of passengers carried one mile,	22,431,109
Number of tons, of 2,000 pounds, of freight carried in cars,	98,695
Total movement of freight, or number of tons carried one mile,	4,760,730
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	22
Rate of speed of same, when in motion,	25
Average rate of speed adopted by express trains, in- cluding stops,	28

Rate of speed of same, when in motion,.....	35
Average rate of speed adopted by freight trains, including stops,.....	12
• Rate of speed of same, when in motion,	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	76
Average weight in tons of freight trains, exclusive of freight,.....	166
The amount of freight in tons:	
The product of the forest,	6,201
do do of animals,.....	27,955
Vegetable food,	13,337
Other agricultural products,.....	2,250
Manufactures,.....	11,119
Merchandize,.....	25,938
Other articles,.....	11,896

EXPENSES OF MAINTAINING ROAD.

	ALLOTTED TO		
	Amount.	Pass. transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron, (see law,)	\$44,789 24	\$31,821 64	\$12,967 60
Depreciation of way,.....			
Cost of iron used in repairs :	819 00	582 10	236 90
Allotted to passenger transportation, length in feet, 1343; wt. in lbs., 29,105, }			
Allotted to freight transportation, length in feet, 547; wt. in lbs., 11,845, }			
Repairs of buildings,			
Repairs of fences and gates,.	2,671 14	1,898 50	772 64
Taxes on real estate,.....	24,470 88	17,392 54	7,078 34
Totals,	<u>\$72,750 26</u>	<u>\$51,694 78</u>	<u>\$21,055 48</u>

EXPENSES OF REPAIRS OF MACHINERY.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Repairs of engines and tenders,	\$26,188 03	\$18,612 99	7,575 04
Depreciation of engines and tenders,			
Repairs of passenger and baggage cars,	22,656 36	22,656 36	
Depreciation of passenger and baggage cars,			
Repairs of freight cars,	14,032 23		14,032 23
Depreciation of freight cars, ..			
Repairs of tools and machinery in shops,	3,024 48	2,149 94	874 54
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	5,406 22	3,842 45	1,563 77
Totals,	<u>\$71,307 32</u>	<u>\$47,261 74</u>	<u>\$24,045 58</u>

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c.,	1,214 56	582 20	632 36
Agents and clerks,	12,984 28	6,340 46	6,643 82
Labor, loading and unloading freight,	7,806 72		7,806 72
Porter, watchmen and switch tenders,	1,483 23	1,483 23	
Wood and water station attendance,	4,311 37	3,064 59	1,246 78
Conductors, baggage and brakemen,	10,273 39	7,697 64	2,575 75
Enginemen and firemen, ...	12,827 00	8,139 00	4,688 00
Fuel, cost and labor preparing,	33,887 11	24,085 07	9,802 04

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Oil and waste for engines and tenders,.....	3,732 00	2,652 50	1,079 50
Oil and waste for freight cars, including oil used at sta- tions,	2,204 16	1,563 50	640 66
Oil and waste for passenger and baggage cars, oiled by the owners,.....			
Loss and damage of goods and baggage,.....	3,872 61	2,865 19	1,007 42
Damage for injuries to per- sons,	5,587 75	5,587 75	
Damages to property, includ- ing damages by fire and cattle killed on road,....	1,983 60	1,983 60	
General superintendence,	5,986 03	4,254 53	1,731 50
Contingencies, including can- nal tolls, \$47,200.90, and repair'g t'npike, \$3,107.56,	55,962 47	5,872 21	50,090 26
Totals,.....	<u>\$164,116 28</u>	<u>\$76,171 47</u>	<u>\$87,944 81</u>

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers,.....	\$595,472 27
From freight,.....	255,668 47
From other sources, inc. sales of old iron, engines &c	72,285 25

2d. RECEIPTS:

From passengers,.....	595,472 27
From freight,.....	235,748 19
From other sources,.....	72,285 25

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION :

For transportation expenses,.....	308,173 86
For interest,.....	3,587 50
For dividends,	356,000 00
To surplus fund,	
Total amount of surplus fund,.....	

Number of persons injured in life or limb :

One person in the employ of the company, as fireman, in leaning from the side of the engine, looking back, was struck by a bridge and killed.

Two persons (passengers) were drowned at Schenck's creek on the night of the 5th July. The accident was caused by a number of mill dams on the creek being carried off, washing away about 100 feet of embankment and track west of the bridge; and one person (a passenger) was killed on the same night at Smith's creek, in consequence of the culvert being undermined.

No such accidents have arisen from the carelessness or negligence of persons in the employ of the company, except the fireman who lost his life.

C. VIBBARD, *Superintendent.*

STATE OF NEW-YORK, }
City and County of Albany, } ss.

Chauncey Vibbard, of Schenectady, being duly sworn, saith, that he is the superintendent of the Utica and Schenectady Railroad. That the annexed report has been prepared by him after a careful examination of the books and papers of the said company, in his office or under his control, and that the matters therein stated are true to the best of his knowledge, information and belief.

C. VIBBARD.

Sworn before me, this 23d }
of Dec., 1850. }

CLINTON CASSIDY, *Com. of Deeds.*

CITY OF ALBANY, ss:

Erastus Corning, of said city, the President of the Utica and Schenectady Railroad Company, being duly sworn, saith, that the annexed report is true according to the best of his knowledge, information and belief.

ERASTUS CORNING.

Sworn before me, this 23d }
day of Dec., 1850. }

C. CASSIDY, *Com. of Deeds.*

(No. 26.)

WATERTOWN AND ROME RAILROAD.

*Return of the Watertown and Rome Railroad for the year ending
30th Sept. 1850. Filed Nov. 28, 1850.*

Capital stock as by charter,.....	\$1,500,000 00
Amount of stock subscribed,.....	890,160 00
Amount paid in, as by last report,.....	237,829 46
Total amount now paid in of capital stock,.....	467,636 37
Funded debt, as by last report,.....	none.
Total amount now, of funded debt,.....	200,000 00
Floating debt, as per last report,.....	none.
The amount now, of floating debt,.....	none.
Total amount now, of funded and floating debt,....	200,000 00
Average rate per annum of interest on funded debt,.	7 per ct.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.
For graduation and masonry,.....	\$125,559 54	245,902 13
Bridges,	6,370 80	8,364 70
Superstructure, including iron,.	50,000 00	245,752 78
Passenger and freight stations, buildings and fixtures,.....		2,820 33
Engine and car houses, machine shops, machinery and fix- tures,.....		3,404 83
Land, land damages and fences,	19,642 79	50,180 93
Locomotives and fixtures, and snow plows,.....		7,000 00
Passenger and baggage cars,..		7,300 00
Freight and other cars,.....		7,599 99
Engineering and agencies,.....	14,752 18	25,131 53
Total,.....	\$216,325 31	\$603,457 22

CHARACTERISTICS OF ROAD.

Length of road,.....	97 miles
Length of road laid,.....	24 miles
Length of double track, including sidings,.....	2 miles
Length of branches owned by the company, laid,...	
Length of double track laid on same,.....	
Weight of rail per yard on main track,.....	56 lbs.
Number of engine houses and shops,.....	1
engines,.....	1
Rated as 8 { passenger cars, 1st class, 3, do 2d, }	
{ class and emigrant, baggage, }	18
wheel cars. { mail & express cars, 2, freight cars 13. }	

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains,.....	1440
Miles run by freight trains,.....	1224
Rate of fare per mile charged to passengers, in res- pective classes,.....	3 cts.
Number of passengers (all classes) carried in cars,..	2,601
Number of miles travelled by passengers, or number of passengers carried one mile,.....	32,736
Number of tons, of 2,000 pounds, of freight carried in cars,.....	680
Total movement of freight, or number of tons carried one mile,.....	13,285
Average rate of speed adopted by ordinary passenger trains, including stops, (miles p. hour,).....	24
Rate of speed of same, when in motion,.....	26
Average rate of speed adopted by express trains, in- cluding stops,.....	
Rate of speed of same, when in motion,.....	
Average rate of speed adopted by freight trains, in- cluding stops,	12
Rate of speed of same, when in motion,.....	15
Average weight in tons of passenger trains, exclusive of passengers and baggage,.....	
Average weight in tons of freight trains, exclusive of freight,.....	

The amount of freight in tons :

The product of the forest,.....	38
do of animals,.....	
Vegetable food,.....	
Other agricultural products,	15
Manufactures,	575
Merchandize,.....	47
Other articles,	5

EXPENSES OF MAINTAINING ROAD.

	Amount.	ALLOTTED TO Pass. trans- portation.	Freight transportat'n.
Repairs of road-bed and rail- way, excepting cost of iron, [see law,]	\$359 61		
Depreciation of way,			
Cost of iron used in repairs :			
Allotted to passenger trans- portation, length in feet, wt. in lbs.,			
Allotted to freight transpor- tation, length in feet, wt. in lbs.,			
Repairs of buildings,			
Repairs of fences and gates, ..			
Taxes on real estate,	70 56		
Totals,	<u>\$430 17</u>		

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....
Depreciation of do do,
Repair of passenger and baggage cars,
Depreciation of do do,
Repairs of freight cars,
Depreciation of do,
Repairs of tools and machiney, in shops,
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,
Totals,

EXPENSES OF OPERATING THE ROAD.

20 DAYS RUNNING 18 MILES.

	Amount.	ALLOTTED TO	
		Pass. trans- portation.	Freight transportat'n.
Office expenses, stationery, &c.	\$7 55		
Agents and clerks.....	40 00		
Labor, loading and unloading frt.	15 00		
Porters, watch and switchtender,	5 00		
Wood and water station attend- ants,	10 12		
Conductors, baggage and brake- men,	69 42		
Enginemen and firemen,	37 50		
Fuel, cost and labor preparing,	59 85		
Oil and waste for engines and tenders,	10 00		
Oil and waste for freight cars,..	12 00		
Oil and waste for passenger and baggage cars,	4 00		
Loss and damage of goods and baggage.....			
Damages for injuries to persons,			
Damages to property, including damages by fire & cattle killed on road,	4 00		
General superintendence.....			
Contingencies,			
Total.....	<u>\$274 44</u>		

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS :

From passengers,	1,043 23
From freight,	1,089 12
From other sources,	

2d. RECEIPTS :

From passengers,	1,043 23
------------------------	----------

From freight,	1,089 12
From other sources,	

3d. PAYMENTS OTHER THAN FOR CONSTRUCTION:

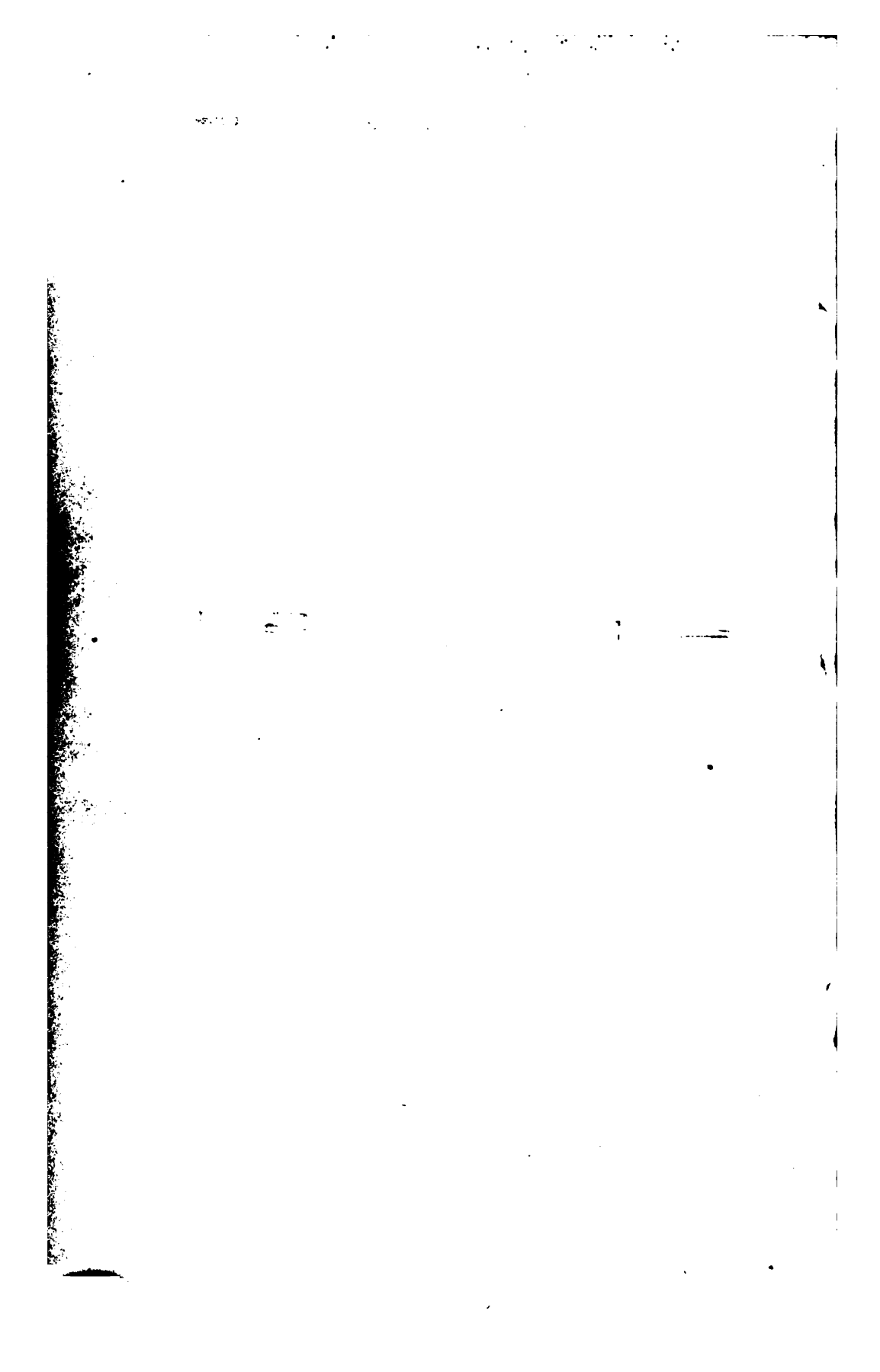
For transportation expenses,	262 89
For interest,	
For dividends,	
To surplus fund,	
Total amount of surplus fund,	

O. HUNGERFORD, *Pres.*R. B. DOXTATER, *Supt.*

Oneida County, ss:—O. Hungerford, President, and R. B. Doxtater, Superintendent, being duly sworn depose and say, that the above statement is true according to their knowledge and belief.

Subscribed and sworn before me, }
 this 26th day of Nov., 1850. }

JULIUS C. THORNE, *Justice of the Peace.*



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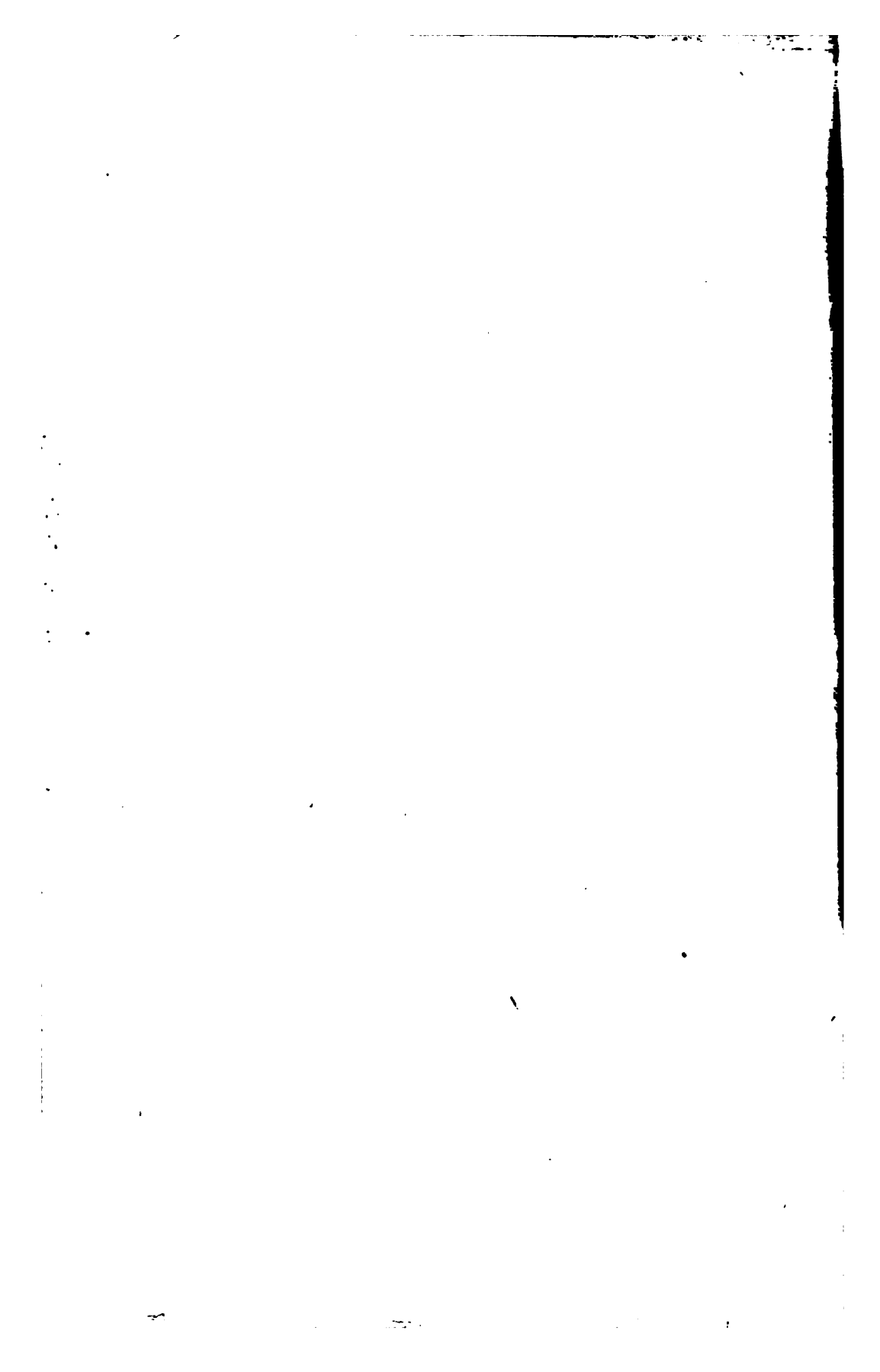
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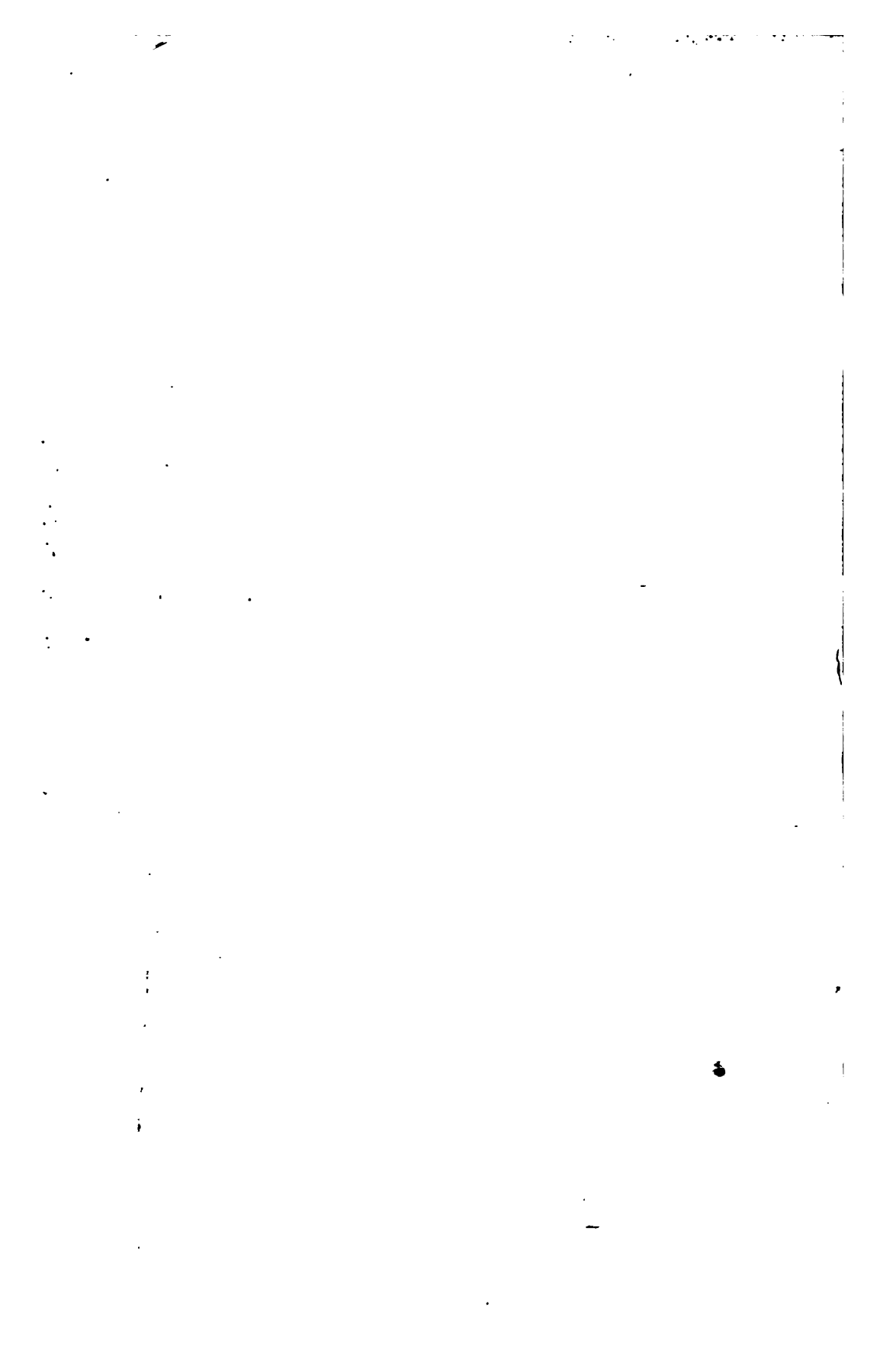
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by last	Present fund	pr.	Cost of road to pre- sent time.
00	70	8	1,711,412 30
...	...	1	1,930,895 01
...	...	5	906,915 16
00	59	5	3,000,000 00
00	21	8	428,241 39
...	30	0	580,310 91
00	70	0	450,000 00
00	32	5	821,331 45
00	3,48	9	6,666,681 55
90	9,85	3	20,323,581 03
...	36	5	4,666,208 05
...	88	1	3,417,737 14
00	1,08	1	2,979,937 31
00	200	4	571,774 21
00	185	5	687,324 47
...	91	7	4,200,000 00
00	42	5	396,379 53
00	59	5	680,046 32
00	48	5	2,490,083 99
00	159	3	1,216,820 91
00	4	3	282,527 93
00	102	2	4,143,918 00
...	200	1	603,457,22
...	32,120 15
...	45,254 73
...	22,888 97

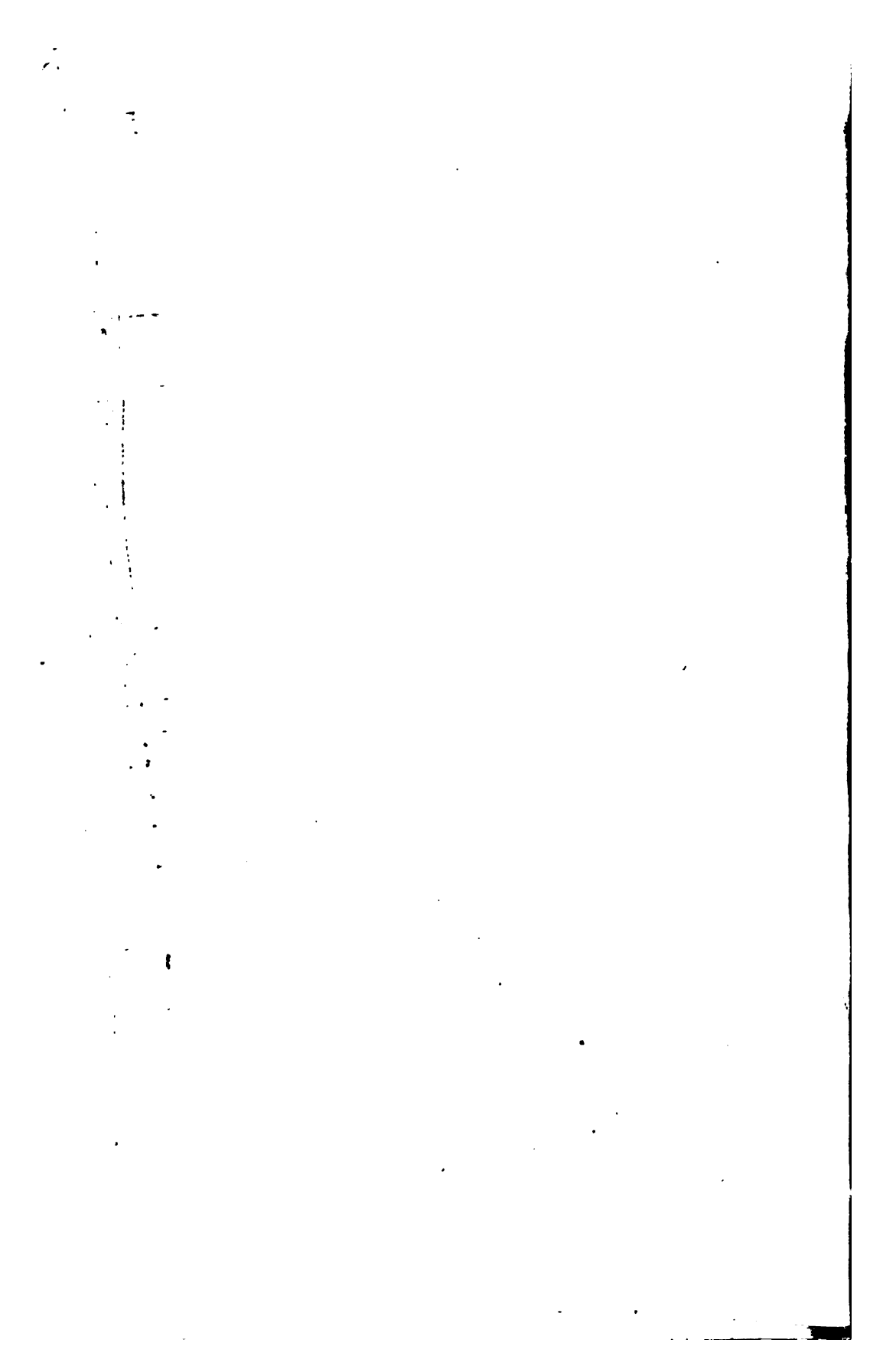


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Number.	Profit p. mile run.	Total earnings.	Total expenses transportation.
1	162.	3208,584 88	91,171 98
2	.....	.....	.....
3	.....	3229,710 04	70,909 13
4	151.	6515,810 94	163,465 64
5	.....	.....	.....
6	.....	73,296 07	17,218 66
7	.....	48,225 10	30,810 91
8	.....	.....	.....
9	4.	141,040 91	27,349 88
10	62.	2267,660 66	167,383 47
11	.....	.....	.....
12	.....	29063,950 27	518,412 66
13	.....	8482,567 51	216,719 03
14	65.	2461,789 31	237,886 38
15	30.	118,158 57	12,317 66
16	42.	178,371 61	38,942 92
17	.....	1112,726 77	47,688 62
18	232.	1201,436 21	60,876 58
19	.....	28,935 71	15,794 24
20	.....	.....	.....
21	.....	42,345 69	60,267 71
22	145.	5472,775 77	202,728 14
23	156.	3344,398 05	109,622 27
24	2	59,418 81	43,054 48
25	175.	9923,425 99	308,173 86
26	2,132 35

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BY RAIL

PASSENGERS		FREIGHT.	
pass'r mile.	Per te run. run	Per ton per mile.	Per mile run.
cts.	cts.	cts.	cts.
.142 .002	1 726	0.223	0.020
.....

(No. 27.)

BUFFALO AND STATE LINE RAILROAD.

Report of the Buffalo and State Line Railroad Company for the year ending 30th Sept. 1850. Filed 2d Dec. 1850.

This corporation has been but recently organized, and has just commenced the construction of its road, and has therefore but few items to report, viz :

Amount of capital as by charter,.....	\$1,000,000 00
Amount of stock subscribed,	1,000,000 00
Amount of capital stock now paid in,.....	<u>31,932 45</u>

No funded debt.

No floating debt.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry,	18,365 56
For bridges,.....	1,656 00
For land, land damages and fences,	5,589 37
For engineering and agencies,	6,509 22
	<u>\$32,120 15</u>

Length of road,..... 67 miles.

Received for interest,..... \$283 81

F. WHITTLESEY, Treasurer.

WM. WALLACE, Engineer.

November 30, 1850.

STATE OF NEW-YORK, }
Erie County. } ss.

Frederick Whittlesey, Treasurer of the Buffalo and State Line Railroad Company, and William Wallace, Engineer and Superintendent of construction of the same Company, being each duly sworn, depose and say that the above report is correct and true.

F. WHITTLESEY,
WILLIAM WALLACE.

Sworn and subscribed before me, }
this 30th day of Nov., 1850, }
PERRY P. ROGERS, *Com. of Deeds.*

(No. 28.)

CANANDAIGUA AND CORNING RAILROAD.

*Return of the Canandaigua and Corning Railroad, for the year ending
September 30th, 1850. Filed, December 2, 1850.*

Capital Stock as by charter,.....	\$1,600,000 00
Amount of capital stock subscribed,.....	445,800 00
Amount of capital paid in,	64,457 62

COST OF ROAD AND EQUIPMENT TO PRESENT TIME.

For graduation and masonry,.....	\$21,686 08
Bridges,	567 00
Land and land damages,.....	18,699 85
Engineering,.....	4,075 61
Contingent charges, printing, rent, iron safe, &c.,...	226 19
Total,.....	<u>\$45,254 73</u>

ONTARIO COUNTY, }
Canandaigua, } ss.

I, Marvin Porter, acting superintendent of the Canandaigua and Corning Railroad Company, being duly sworn, do hereby depose and say that the foregoing report is true, according to my best knowledge and belief.

MARVIN PORTER.

Sworn to before me this }
30th of Nov. 1850. }

HIRAM METCALF, *Justice of the Peace.*

Francis Wilson Paul, of Canandaigua, being duly sworn, deposeseth and saith that he is the president of the Canandaigua and Corning Railroad Company, and that he believes the foregoing report to be correct.

FRANCIS WILSON PAUL.

Sworn to before me this }
30th of Nov. 1850. }

HIRAM METCALF, *Justice of the Peace.*

(No. 29.)

SACKETS HARBOR AND ELLISBURG RAILROAD.

*Return of the Sackets Harbor and Ellisburg Railroad Company for
the year ending Sept. 30, 1850. Filed Nov. 30th, 1850.*

No part of the road in operation.

The capital stock of the company is, \$150,000 00

The capital stock subscribed is, 150,000 00

The capital paid in is, 24,778 68

Expended as follows :

For graduation and masonry, 18,639 66

Superstructure, 286 65

Fencing, 427 72

Engineering, agencies, rent and contingences, 3,534 94

Total amount expended, \$22,888 97

STATE OF NEW-YORK, }
Jefferson County, } ss.

Willard Dodge, president and superintendent, and David Hunter, treasurer, being duly sworn, doth depose and say, that the foregoing statement of the receipts and expenditures to September 30th, 1850, inclusive, is in all respects true.

WILLARD DODGE, *President and Sup't.*

DAVID HUNTER, *Treasurer.*

Subscribed and sworn before me the {
27th day of Nov., 1850. }

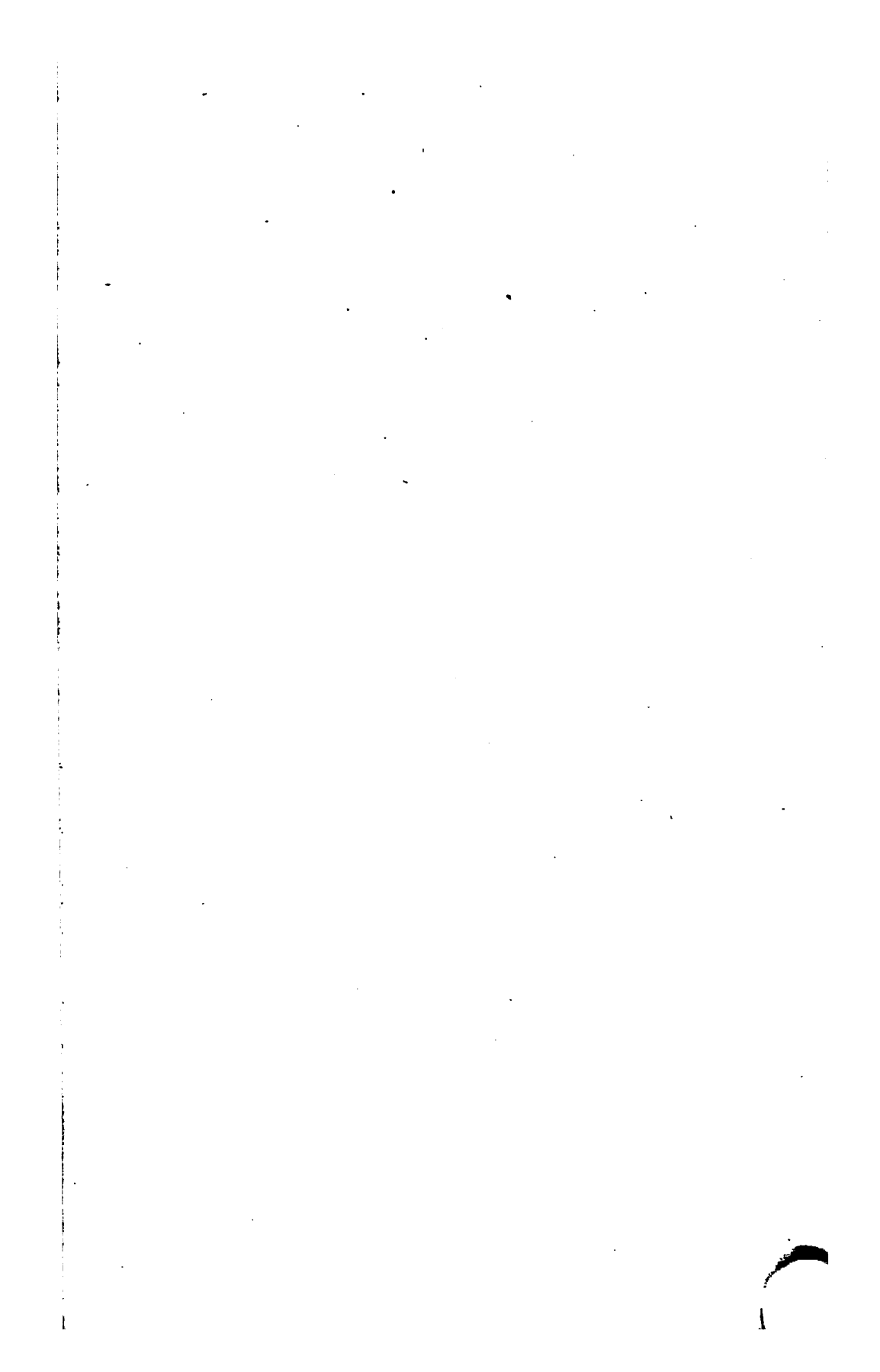
ISAAC VAN VLECK, *Justice of the peace.*



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